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BIRTH.

At Bahar Lodge, the Peak, Hongkong, on the 27th instant, the wife of Hon. W. MEIGH (GOODMAN, Attorney-General, of a daughter. [2232]

MARRIAGE.

On the 22nd September, 1897, at the U.S. Consulate-General, by the Rev. E. T. Williams, HARRY HOUTON, of San Francisco, U.S.A., to HARRIET ELIZABETH, eldest daughter of the late W. R. FULLER, of Chefoo, N.C.

DEATHS.

On the 20th September, 1897, Mr. EDMUND SHARP, late Crown Solicitor of Hongkong (by telegram from England.) [2184]

At the Peak Hotel, on the 21st September, GEORGE REINHOLD LAMMERT, in his 67th year. [2188]

On the 7th September, at No. 7, Bund, Tsukiji, Tokio, CHO (KITTY), the beloved wife of EDMUND P. PALLISTER.

ARRIVALS OF MAILS.

The American mail of the 24th August arrived, per P. M. steamer *Peru*, on the 23rd September (30 days); the German mail of the 23rd August arrived, per N. D. L. steamer *Preussen*, on the 24th September (32 days); and the French mail of the 27th August arrived, per M. M. steamer *Caledonia*, on the 28th September (32 days).

EPITOME OF THE WEEK.

We understand that Sir Claude MacDonald's projected visit to Shanghai has had to be put off a little in order that he may personally attend to the Hooley-Jameson business in its final stage in Peking.—*China Gazette*.

It is reported that Sir Charles Mitchell will leave the Straits Settlements in February next.

Mr. Waeber, late Russian Chargé d'Affaires in Seoul, left that city on the 15th September en route for Europe and is a passenger by the M. M. steamer *Laos*.

At Yokohama on the 17th September a seaman named Thomas Kennedy received such injuries in an affray with Japanese that he died a few hours later.

It has been decided that the United States discriminating duty of 10 per cent. which it was feared would be imposed under section 22 of the new Customs tariff will not apply to shipments from China and Japan by the Canadian Pacific Railway Company.

The construction of the Chinese Eastern Railway was commenced on the 28th August in Chinese territory near Poltav, to the Westward of Vladivostok, in the presence of the Russian Governor-General of Siberia and Chinese Mandarin Tai and other Russian and Chinese officials.

The Seoul correspondent of the *N. C. Daily News* writes:—Min Yung-ik, who has been resident in Hongkong for ten years, has been gazetted to succeed Min Yung-huan as Ambassador to European Courts, but has been objected to by France on grounds of certain personal irregularities.

The recent typhoon was severely felt at Hoihow, where it raged on the night of the 17th and morning of the 18th September. The steamers in port all sustained more or less deck damage, many native craft were wrecked with a loss of life estimated at from 250 to 350, and on shore great damage was done to buildings.

The following appears in the last published minutes of the Shanghai Municipal Council:—With reference to Resolution XII. as approved and adopted at the annual meeting of retpayers held 10th March, 1896, the Council is of opinion that it is now expedient that the revision of the Land Regulations as therein provided for should be undertaken without delay. It is therefore resolved, with the above object in view, that a special committee be elected so soon as possible.

We learn from our Peking correspondent that at the request of Col. Charles Denby, Minister of the United States and Dean of the Diplomatic Body, who is now very much impaired in health and unable to take charge of the duties of *Doyen*, Sir Claude Macdonald has assumed the duties of that position, he being the next senior foreign minister. Colonel Denby is now in the Western Hills and his health is slowly improving. It is reported that he will return to the United States when he is quite recovered.—*China Gazette*.

H.E. Lü, Minister-elect for Germany, etc., is now in his native province of Shantung, having disembarked at Chefoo. H.E. has obtained one month's leave from the Emperor to visit his ancestral home before going abroad, in other words, according to the Confucian tenets H.E. must bid the spirits of his ancestors farewell before entering upon the long journey before him. Nearly all the members of the new embassy have already arrived at Shanghai, and they are now simply waiting for H.E.'s arrival from Chefoo, as the mission will leave for Europe at an early date.—*N. C. Daily News*.

A Madrid telegram to the Manila *Comercio* states that the taxes now collected for the port of Manila are to be discontinued. The taxes referred to are presumably those imposed to cover the cost of the new harbour works.

The *Mainichi* reports that the Cabinet has approved the proposal to establish Japanese legations in Belgium, Spain, Turkey, and three other countries, and has sanctioned the disbursement of the estimated cost of the new buildings. We further learn that the rank of the Ministers to be accredited to the former two Courts will be that of Minister-Resident, and the representative at Constantinople will be a Minister Plenipotentiary.—*Japan Times*.

A decree introducing various reforms in the administration of the Philippines has received the royal signature. A Madrid telegram to the *Comercio* summarises these reforms as follows:—Municipal Captains and Justices of the Peace are to be nominated by H.E. the Governor-General. Provincial Juntas are to be established which will dispose summarily of cases in which the amount in dispute is under \$50. The blood compact is declared a crime covered by the penal code. A Rural Guard is to be established; also schools in Madrid, Barcelona, and Manila for teaching the Philippine dialects. Candidates acquainted with the dialects will have the preference in official appointments. The number of technical and agricultural schools is to be increased.

We are surprised, says the *Foochow Echo*, to find what small general interest appears to be taken in an enterprise which is apparently destined to work an entire revolution in the tea trade of this port. The Foochow Tea Improvement Co. are now in full work, with their machinery complete, and plenty of leaf to be bought from willing sellers, and we are pleased to know that the factory is turning out teas with the best practical and profitable results. No more enjoyable trip can be taken than through the lovely hills of the Pehling range to Doon Liang, about four and-a-half hours' journey from Foochow, where through the liberality of the Company and the hospitality of the general manager, Mr. Tait, visitors are always welcome, and if they take an interest in the manufacture of tea, they will be amply repaid.

The Japanese Government now declines to recognise certificates of competency granted to masters and mates by the British Board of Trade and candidates for appointment to Japanese vessels have to pass an examination by the Japanese Board of Nautical Examiners. Several have been rejected, the list including two Captains, one of whom was for many years a commander of an Orient liner, one Chief officer, and two juniors. In reference to this a correspondent writes to the *Kobe Herald* that the Japanese Government is only pursuing its policy of insisting, rightly or wrongly, that Japan must be recognised the equal in civilization of Western countries, and has adopted this new and seemingly harsh regulation towards commanders and officers of their mercantile marine who hold foreign certificates only in order to further this policy. "Japan, I understand, wishes Western countries to reciprocate in the matter of certificates, diplomas, etc., as regards all professions, and this last move has been made with this end in view."

THE BENNETTZ CASE.

All the Shanghai papers unite in condemning the judgment given by the Chinese Court in the Bennertz case, but none of them take the trouble to analyse the judgment and show in what respect it is wrong in its finding of the facts or in the conclusions founded thereupon. The position assumed seems to be that as a Chinese Court has given judgment against a British firm in a claim against a Chinese Government department the judgment must necessarily be bad. For our own part, the case strikes us as being one which at least has two sides to it. Sir NICHOLAS HANNEN, the British Consul-General and Chief Justice, sat as Assessor at the trial and on his report will depend the question of whether the British Authorities will press the matter further. On the conclusion of the hearing Sir NICHOLAS went away for a short holiday and the judgment was promulgated in his absence, a course which was characterised as a breach of faith, but it is explained in one of the papers that Mr. FUNG-YI, as Secretary to Taotai TSAI, who presided at the trial, called at the British Consulate in his official capacity and in full dress, and in the absence of Sir NICHOLAS HANNEN formally handed to Mr. MANSFIELD, the Acting Chief Justice, the finding. It was not until this had been done and the document accepted that Mr. FUNG-YI communicated copies to the local press.

The circumstances of the case are briefly as follows:—The Nanking Pay and Defence Department chartered to Messrs. BENNETTZ & Co. four steamers. The charter had not been running long before disputes arose as to repairs, the charterers claiming for repairs which the owners claimed should be paid for by the charterers under the terms of the charter party. The owners offered to submit the matter to arbitration and to deposit Tls. 10,000 in the British Consulate to abide the result, but this offer was declined. Mutual distrust ensued and Messrs. BENNETTZ & Co. sent one of the steamers surreptitiously to Hongkong to be out of Chinese jurisdiction, and the remaining steamers were virtually seized by the Chinese, as they were placed under surveillance and Customs clearance refused. Messrs. BENNETTZ & Co. then claimed for damage sustained by being deprived of the use of the steamers, the total claim amounting to over Tls. 120,000. The defendants deny the claim *in toto* and allege that Messrs. BENNETTZ & Co. are indebted to them in sums amounting to about Tls. 160,000, but this latter claim is not dealt with in the judgment.

Whatever the rights and wrongs of the case may be, it exemplifies very clearly the undesirability of the offices of Consul-General and Chief Justice of Her Majesty's Supreme Court for China and Japan being united in one person. The dispute might have been brought before the Supreme Court on a claim by the Chinese against Messrs. BENNETTZ & Co. and been tried before a jury. Whether the Chinese would under any circumstances have adopted that course is open to doubt, but it can well be understood that they would be reluctant to do so when the Judge presiding in that Court was the official who by virtue of his office as Consul-General had had to interest himself in pressing the claim of Messrs. BENNETTZ & Co. against them. Sir NICHOLAS HANNEN would, of course, have been able to approach the case with a judicial mind and to have disregarded the representations previously made to him in

his capacity of Consul-General, but the Chinese may be excused if with their own native ideas they fail to realise that as at all possible. It is understood, however, that the present ill-advised arrangement of duality of office is to be terminated when Sir NICHOLAS HANNEN retires, and it is therefore unnecessary to insist further upon that point.

The case illustrates also the inadequacy of the existing arrangements for disposing of claims brought by foreigners against Chinese. The suit preferred by Messrs. BENNETTZ & Co. was brought under the provisions of article 17 of the Treaty of Tientsin, 1858, and Section 2 sub-section 3 of the Chefoo Convention, 1876. Article 17 of the Tientsin Treaty provides that a British subject having reason to complain of a Chinese must proceed to the Consulate and state his grievance; the Consul will enquire into the case and do his utmost to arrange it amicably; if disputes take place of such a nature that the Consul cannot arrange them amicably, then he shall request the assistance of the Chinese authorities that they may together examine into the merits of the case and decide it equitably. Section 2 sub-section 3 of the Chefoo Convention amplifies this as follows:—"It is further understood that so long as the laws of the two countries differ from each other there can be but one principle to guide judicial proceedings in mixed cases in China, namely, that the case is tried by the official of the defendant's nationality, the official of the plaintiff's nationality merely attending to watch the proceedings in the interests of justice. If the officer so attending be dissatisfied with the proceedings it will be in his power to protest against them in detail. The law administered will be the law of the nationality of the officer trying the case." The section also contains a declaration that this is the meaning of the corresponding provisions of the Tientsin treaty. But a purely native court is obviously an unsatisfactory tribunal to dispose of such a case as that which has recently excited so much interest at Shanghai, as foreigners cannot entertain full confidence in the knowledge and ability of a native judge, even if his absolute impartiality be conceded. Then there arises the difficulty as to appeal in the event of the plaintiff being dissatisfied with the judgment. The official of the plaintiff's own nationality attending the trial may protest against the proceedings in detail, but there is no provision for a new trial or rehearing, and the matter must then enter the domain of diplomacy, where it may remain for an indefinite period before a settlement is arrived at. With the extension of foreign intercourse in China and the growth of foreign trade it would seem that some system of judicial procedure that will command more confidence than the existing one should be devised.

THE "PONT A TRANSBORDEUR."

There recently appeared in the *Echo de Chine* an essay by M. CHOLLET, the engineer of the French Municipal Council at Shanghai, on "A Practicable Method of joining Shanghai with Pootung by a Pont 'à Transbordeur, System Arnodin," a translation of which is published by the *Shanghai Daily Press*. The spanning of maritime channels has always been a difficult problem to solve, especially when near the sea, where they are subject to the variations of waves, tides, and currents. The first difficulty arises from the necessity of bridges being built to such an elevation as to clear the height of

a mast across a wide expanse of water in order not to interfere with the primordial right of navigation. Among the methods which engineers have had at their disposal up to the present may be cited boats or ferries, pivot basculating or draw-bridges, tunnels, and submarine rollers. M. CHOLLET examines each of these systems and points out their disadvantages. The fixed bridge, he says, may give most satisfaction to navigators, but if the channel that they span commands an important harbour they must be erected at such a height as to enable vessels with the highest masts a fairway under them. Now, we often see masts 50 metres above the sea level. At the mouth of rivers the coast is generally low or flat, consequently traffic across such a bridge must be subject to a gradual inclined plane or elevators. If the inclined plane system is followed and you give a reasonable declivity, 5 per cent. for example, you will be obliged to travel over a thousand metres to reach the platform of the bridge, with a further decline of a thousand metres. If, for instance, you have a river of 400 metres to cross you will be compelled to make a stiff climb of two thousand four hundred metres. Looking exclusively at the traffic we find a bridge of this description very expensive when the banks are not considerable higher than the river. Looking further at the construction, we find it still more expensive, as the viaducts of access necessitate considerable work to attain such an elevation, especially when we are in a town or near quays, as is generally the case, and where you are bound to proceed to considerable expropriation to build such inclined planes. The "pont à transbordeur" is put forward as a means of communication superior to all others for navigable channels. A technical description of it is given, from which we gather that it is something in the nature of an aerial flight adapted to heavy traffic. An iron way supported by metallic cables is thrown across the channel at a sufficient elevation to admit of the passage of ships under it, and from a trolley moving on this way is suspended a platform. The trolley is moved backwards and forwards by means of an electric motor and can be stopped immediately in case of necessity. We thus have a railway crossing the channel, but instead of the cars running on top in the ordinary way they are suspended some forty or fifty metres below. With regard to the capacity of the car itself, this can be made to meet the necessities of traffic. The shape of the car may be adapted either for the carriage of pedestrians only, for cargo, or even for carriages with ponies. As for the pillars or pylones supporting the structure, they must be made of metal, on account of their great height and at the same time to enable the passage of air through the open trellis work and thus mitigate the strain. If the conception of the preceding, says M. CHOLLET, had not received the test of practice, people might fear that the platform of the "transbordeur," suspended such a distance below its rolling motors would be affected by the wind with a swinging motion, a kind of pitching, interfering with the traffic; or they might fear the power of obedience to the motor, especially at the landing point. Besides this, people unaccustomed to the progress realized during the past few years in the construction of suspension bridges might fear that a platform of this nature would not be rigid or solid enough to hold the rails. The experiments which have just been concluded at the mouth of the Nervion, Spain, proves that any fear on the subject should be set

at rest. The balancing movement in face of heavy winds is much less than that of a boat in calm water, much less than in a well made carriage in the street or in a railway car. On the other hand, the most violent tempests, and they are violent enough in the Bay of Biscay, do not provoke any interfering movements on the superior platform, the rigidity of which may be compared to that of a fixed bridge of the same span. The Nervion bridge has been open to public traffic since 28th July, 1893. The points of embarkation and debarkation are made level with the roadway. In conclusion M. CHOLLET says:— "It is needless to dwell any longer on the considerable advantages that will accrue here from the realization of such a work. Pootung will then rapidly extend; Shanghai, now too congested, will extend to the left bank of the Whangpoo. It should be easy to provide the pylons of the bridge with essentials in order to give access to the superior platform, where a magnificent promenade may be established from which people will enjoy an incomparable panorama. It is certain that the realization of this project would rally the suffrages of every inhabitant of Shanghai without any distinction of nationality and that the erection of a bridge 'à transbordeur' uniting Pootung with the left side of the Whampoo should mark a memorable epoch in the history of Shanghai." The subject has not much immediate concern for us in Hongkong at present, but in a few years hence, after the rectification of the frontier and when the slopes of Mirs Bay shall have become the favourite residential area for the European community, the feasibility of providing some means of communication across the Lyeemoon Pass which would enable residents to drive direct from their house to their office may possibly present itself for consideration. In the meantime, if the Shanghai community should adopt M. CHOLLET's scheme, the carrying out of the undertaking will be watched with considerable interest.

JAPANESE VANITY.

Inflated as the Japanese nation unquestionably are by the decisive triumph of their arms over China, and swollen as many of their journalists are with consequent pride and importance, there are not wanting in the island Empire men who realise that this self importance may be grievously exaggerated, and national growth more than balanced by increase of national responsibilities. Among others the *Hochi Shimbun* has been administering a wholesome douche to those who seem to imagine that Japan has bounded at a stride to the position of a first-class Power. Contrasting the facts of Japan's situation with the aspirations she entertained at the close of the recent war with China, the above named journal says:— "She imagined then that she had made for herself a name and established a title to the world's consideration, but her record at present does not bear out that idea. In Korea, her influence has waned, and the fruits of her victory have slipped from her grasp. In China, she has made a fine treaty, but the profits of its privileges are likely to be enjoyed by others. In Europe, the French seem disposed to recede from the treaty already concluded by them, and Austria-Hungary is raising all kinds of difficulties. In America, prohibitive rates are imposed on articles of Japanese manufacture, and the annexation of the Sandwich Islands without regard to her conventionally acquired interests is contemplated. Even little Hawaii snaps

her fingers at her. Finally, in Formosa she has not proved her administrative capacity, or succeeded in bringing the island completely under subjection. Turning again to domestic affairs, the finances are found to be in disorder, and the development of industrial enterprises is checked by want of capital." As the *Hochi* says, this is a discouraging outlook, but none the less it bids its countrymen not to lose heart.

This is certainly the right spirit in which to take things: first to recognise mistakes and grasp the real situation; then to set to work to improve it. Japan has been starting off to run when she was only able to walk with safety. She has been waxing arrogant towards the Western Powers when she should have been conciliatory. Such an attitude would not have been irreconcilable with the maintenance of the modest dignity of the victor in a great conflict, and it would have retained for Japan the confidence of the West. This has undoubtedly been estranged to a considerable extent by the high handed attitude adopted on several occasions by the Japanese Government. Steps like the offering of a bounty on silk exported direct by Japanese—a measure intended to take the business made by European merchants out of their hands by a stroke—gave the French reason for dissatisfaction and made the Austrian Government pause over the conclusion of their proposed new Treaty. It is quite possible that by such acts as this—showing the cloven foot—Japan has herself deferred the completion of the work of treaty revision for some years. Confidence is a plant of slow growth, and once destroyed, it is a tedious work to coax it into new life. The little side peeps afforded through the columns of the Japanese native press into Japanese ambitions have also served to arouse the distrust of Hawaii and of the United States. The great influx of Japanese immigrants into the island until they threatened to out-number all other races combined, when taken in conjunction with the vapourings of some Japanese papers, not unnaturally caused some misgiving to the Hawaiian legislators and even stirred the United States Government to action foreign to the constitution of the Republic. Had the Japanese pursued their old steady course, no alarm would have been raised, and the question would probably never have arisen. It is right for Japan to be prepared for her own defence; it is reasonable that she should form a strong Navy; and it is only fair that she should be credited with the progress she has made. But it is a mistake for the Japanese to suppose that, because they have beaten China, they are now capable of dealing with Western Powers on equal terms. They have yet much to learn before, even in material matters they will be on a par with the great Powers of the West, and they will do well to take the warning of the *Hochi Shimbun* before they become involved in any outside difficulties. The Tokyo Government have quite enough to do to adjust the currency—which they have just changed for a gold one—and attend to the work of internal administration, to say nothing of solving the problem of how to deal with Formosa, without becoming entangled in a dispute with a foreign Power.

The Foochow Arsenal and Naval Dockyard authorities have been informed of the discovery, by a prospecting expedition sent out by them into Ch'unchou prefecture, of rich coal and galena deposits in the Anoh'i district of that prefecture. The coal deposits are said to contain sufficient to provide fuel for the Arsenal for at least fifty years.—*N. C. Daily News*.

THE UNITED STATES AND THE CUBAN WAR.

The patience of the United States in connection with the civil war in Cuba is evidently evaporating. What is practically an ultimatum to Spain has been given by Mr. WOODFORD, the United States Minister at Madrid. The American Representative, in an interview with the Spanish Foreign Minister, informed him (we are told by Reuter) courteously but firmly that if the war in Cuba was not finished by the end of October the United States Government would consider themselves justified in taking measures for securing the independence of the island. This may seem short notice, but as a matter of fact the American Government have shown no little consideration for Spain and exercised considerable restraint over legislators, the Press, and public opinion in the States. So far back as February, 1896, the Washington Senate passed a resolution recognising the Cuban insurgents as belligerents, and in April following the House of Representatives, by a large majority, approved the resolution. There was great excitement in Spain, where the organs of public opinion declared that war with America would be preferable to submitting to foreign interference. However, matters calmed down in Spain, and President CLEVELAND, on his part, assumed for the nonce a position of masterly inactivity, neither approving nor disapproving the Senate's resolution. In December last, however, the Senate and the Committee of Foreign Relations adopted a joint resolution requiring President CLEVELAND to recognize the autonomy of Cuba. Again a fresh storm of recriminations broke out, and threats of hostilities were made in both countries, but the President with the aid of Secretary OLNEY tided it over, and the excitement of the Presidential election quickly supervening removed the question for the time from the region of practical politics. But it is a matter that cannot be long ignored, for the relations between the United States and Cuba are naturally intimate owing to the republic being the chief market for the productions of the Pearl of the Antilles, and to the geographical situation of the island, in close vicinity to the American coast. The sympathy felt for the Cuban insurgents in the United States is also very great. They have been sadly misgoverned, and while fighting for freedom from tyranny, have shown, by the great sacrifices made, and by the gallant struggle maintained so long against the whole might of Spain, an invincible determination to win their independence at all costs. On the other hand, it cannot be denied that Spain has made enormous sacrifices to bring back her colony to subjection. She has sent, at different times, upwards of 150,000 troops to Cuba, sufficient, one would think, to reconquer a much larger Kingdom than Cuba, and has made several changes in the command, but the Cubans still hold out, and outside the towns they command most of the country. In December last Senor CANOVAS stated that Spain would rather succumb than yield independence to Cuba, but was willing to grant her an autonomous administration provided the rebels would first lay down their arms. These terms were not accepted, however; fighting has gone on ever since, and latterly the insurgents have obtained some important successes. The ultimatum given to Spain by the United States will put fresh heart into the rebels; it will also spur the Spanish Government on to fresh and supreme efforts to stamp out resistance, so as to deprive the Washington

Government of a pretext for intervention. The situation is full of interest, and is of supreme importance to Spain, especially at the present moment when the insurrection in the Philippines is still proceeding in spite of some recent victories by the Spanish troops over the rebels. If the Cubans succeed, through the aid of the United States, in achieving their independence, the rebel Filipinos will be greatly heartened, and may be encouraged to carry on the war with renewed energy. The United States Government have taken a step which can hardly be retraced without loss of dignity, a step which may have far-reaching and wholly unforeseen results.

STEEL VERSUS STONE PIERS.

The petition which is now being signed with reference to the piers along the Reclamation cannot fail to convince the Government that a mistake has been made in deciding upon stone piers, and that the decision must be revised. The new Murray Pier has only been open a week or two and already experience has demonstrated that it is quite unsuitable and that if all the other piers are erected on the same plan communication with the harbour and Kowloon will be cut off upon the occurrence of quite moderate gales. No one seems to know how or why stone piers were decided upon, and certainly no one has a word to say in their favour. Apparently they were included as a detail in the general plan of the Reclamation, adopted without consideration, and adhered to simply because they had originally been approved. The incident shows the advantage that would accrue to the colony if some measure of popular control over public works were allowed, for it is inconceivable that any body of practical business men acquainted with the conditions of the harbour and the requirements of the traffic could have approved the construction of stone piers. As soon as it became known that this was the design that had been adopted the mistake was pointed out and the inconvenience that would result predicted, and hardly had the first of the piers been completed before a north-east gale opportunely occurred to prove the correctness of the criticism and save the Colony from a repetition of the same mistake in regard to the other piers. Work has already proceeded to some extent in the laying of the foundations for these, which will be practically thrown away, but it will be wise economy to promptly recognise the mistake and adopt another design. Probably the mild steel suggested by the memorialists will be found to be the material best adapted for piers in Hongkong, but whatever may be the decision arrived at on that point it is quite clear that stone will not do.

THE GOVERNMENT AND THE PRESS.

It is reported by the *China Mail* that the members of the Civil Service have had their attention called to Regulation No. 79 of the Colonial Office Rules and Regulations, which reads as follows:—"No paid officer under the Government of a Colony can be permitted to be the editor of a newspaper or to take any active part in the management of it. He may furnish articles, signed with his name, upon objects of general interest, abstaining from writing on questions which can properly be called political, or discussing the measures of the Government, or the official proceeding of its officers, and from furnishing any articles whatever to a

"newspaper which, in commenting on the measures of the Government, should habitually exceed the bounds of fair and temperate discussion. If the authorship of anonymous articles should be brought home to any officer, or if, in articles bearing his signature, he should discuss any political subject, or the measures of the Government, or the official proceedings of its officers, he will be liable to be removed from office." The reasons which have actuated the Government in calling pointed attention to this rule are of course not stated, but the most probable surmise is that objection has been taken to the communication to the *China Mail* of a remarkable report written by the Engineer in charge of the Reclamation works on the foul drain near the P & O. Office. No exception can be taken on principle to the publication of official explanations in reference to matters on which it is deemed public misapprehension may prevail; in fact it would be much to the public interest if the Government would condescend to give explanations a little more frequently. It was right that Mr. BOWDLER's explanation should be published for what it was worth—which experts appear to consider is not a great deal—but the peculiar form in which the explanation was made was rather calculated to bring the Government into ridicule; and the Government, like most individuals, is sensitive to ridicule. Another matter that no doubt caused some annoyance in high quarters was the publication of a paragraph, also in the *China Mail* and purporting to be given on official authority, imputing to the Government an intention that the cost of bringing out an officer to reorganise the Police Force should be covered by using lapsed pay instead of by a direct vote, which would be a highly irregular system of finance. Both the communications were indiscreet, the one as to its form and the other as to its substance, but we think the Government would have preserved its dignity better by ignoring them. The Colonial Office rule as to communications to the press is a reasonable and proper one if reasonably interpreted, and on occasion action might appropriately be taken under it, but to flaunt it before the Service and the public in such a way as to create the impression that the Government desires to pursue a policy of concealment is calculated to engender suspicion and destroy confidence.

SUPREME COURT.

27th September.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT—SIR JOHN CARRINGTON (CHIEF JUSTICE) AND MR. A. G. WISE (PUISNE JUDGE.)

YEUNG SAM, APPELLANT, V. CHAN A TONG, RESPONDENT.

In this case a rule nisi obtained by the appellant, the defendant in the Court below, for leave to appeal from a judgment delivered by the Puisne Judge on the 6th September, was made absolute and was argued on the 20th inst.

Mr. J. J. Francis, Q.C. (instructed by Mr. Looker), appeared for the appellant; Mr. E. Robinson (instructed by Mr. Dennys) for the respondent.

The Chief Justice delivered the following judgment:—This is an appeal from the judgment of Wise, J., pronounced on the 6th September, 1897, in favour of the respondent in a suit instituted by the respondent as plaintiff against the appellant as defendant in the Summary Jurisdiction of the Court. In the

particulars of claim it was stated that "the plaintiff claimed \$300 damages for the infringement by the defendant of the plaintiff's exclusive right to quarry granite in British Kowloon under an agreement dated the 24th day of December, 1895, and made between the plaintiff of the one part and His Excellency Sir William Robinson, K.C.M.G., Governor and Commander-in-Chief of the Colony of Hongkong and its dependencies, on behalf of Her Majesty the Queen, of the other part." The agreement was produced in evidence, and it is necessary to determine the question—What, upon its true construction, are the rights and privileges of the respondent under it with respect to the Government granite quarries at Kowloon? N.C. It cannot be said that much art was expended in the drafting of the agreement. Its opening, and I suppose one must say its operative, words are as follows:—

"Memorandum of agreement made, etc., etc., whereby the said Chan A Tong (hereinafter called the contractor) contracts with the Government of Hongkong for the sole privilege of farming for the period of twelve months commencing on the 1st day of January, 1897, the granite quarries in Kowloon within the areas coloured red on the plans marked B and C and which said plans are signed by the Director of Public Works and the said Chan A Tong and deposited in the office of the Director of Public Works (save and except however such of the said quarries as may be here after resumed for the exclusive use of the Government) and upon and in strict accordance with the terms and conditions hereinafter contained and set forth and with the provisions of the Building Ordinance, 1889, and any amendment thereof, and with the rules and regulations issued and to be issued by the Governor-in-Council thereunder."

The "terms and conditions" are then set out in 14 clauses. They have reference for the most part to the mode of working the quarries, but for the present purpose it is unnecessary to refer in detail to the stipulations on this head. So far as this case is concerned, the most material clauses are the following:—

"9. All other quarries in Kowloon and the right to quarry therein are reserved by the Government and the Government also reserves the right to open new quarries in Kowloon and to quarry therein as well as in the said other quarries such stone as may be required for any public works always provided that the stone quarried therein shall not be used on private works.

"11. The Government shall be at liberty to resume any of the workings in the quarries shown on the said plans at any time within the period above stated for the exclusive use of the Government and in such case a sum *pro rata* both in respect of the number of workings resumed and the unexpired term of this contract to be assessed by the Director of Public Works will be allowed the contractor."

For the privilege the respondent was to pay the sum of \$8,500 by monthly instalments payable in advance on the first day of each month, the first payment to be made on the 1st January, 1897.

What then is the effect of this agreement, that is, what rights does it confer on the respondent and what correlative obligations does it impose on the Government?

It appears to me that the agreement confers upon the respondent more than a licence or a mere profit à prendre. It is true that the ordinary words of demise are not present in the instrument, but such words are not necessary to effect a demise, any expressions sufficiently indicating the intention of one of the parties to divest himself of the possession, for a determinate period, in favour of the other being clearly sufficient to constitute a lease: *Bac. Abr. Leases*, etc.; *Poole v. Bentley*, 12 East, 168. Here the respondent was to have possession of certain specified areas of Crown land containing granite quarries for the purpose of quarrying granite therein and removing it therefrom. The period of possession was twelve months commencing on the 1st January, 1897. The respondent was to have the right to make sub-contracts for quarrying, and also the right to erect dwellings for his workmen within the specified areas. As already mentioned, he was to pay rent for the quarries occupied. His possession of these

quarries was, I think, sufficient to enable him to maintain a suit for trespass against the officers of the Government or any other person for an interference with that right of possession. The agreement then, in my opinion, operated as a lease by the Government to the respondent of the areas specified in the agreement for the term and the purposes and on the terms and conditions also mentioned therein. But besides this the respondent had other rights under the agreement. Let us consider the effect of the "term and condition" embodied in the words "the sole privilege of farming" occurring in the opening words of the agreement, and more expressly in clauses 9 and 11 set out above. By these stipulations the Government engaged that no granite should be taken from the quarries at Kowloon, whether such quarries were existing at the time of the making of the agreement or should afterwards be opened, for use in private works during the subsistence of the agreement. It is clear that this undertaking was an important consideration, from the respondent's point of view, in taking the lease of the quarries, since it gave him the sole right of selling to private customers granite taken from the Government quarries at Kowloon. It is equally clear that any granite taken from those quarries and used, without the respondent's consent, for private purposes, would be so taken and used in direct infringement of that right.

In this state of circumstances the appellant, by a man named Tsang Un Kwai, in or about the month of July last, entered upon a granite quarry belonging to the Government at Kowloon, but not comprised in the area leased to the respondent, and, having cut and removed granite therefrom, used it in building operations at the Cosmopolitan Dock, that is, in private work. This he did without the sanction, and, indeed, apparently without the knowledge, of the Government or of the respondent. I am satisfied that when he did it, he was aware of the respondent's exclusive right and that he was invading that right. For this act the respondent brought a suit against him, claiming damages for an infringement of his right as already mentioned.

It is not disputed on behalf of the appellant that the respondent may have suffered a pecuniary loss by this act of the appellant, but it is contended that, if this is so, it is *damnum sine injuria* for which the respondent has no right of action, and it is suggested that for any such loss the Government, and the Government only, is liable in damages to the respondent. It is further said that, in the event of such liability being established, the Government would probably have a remedy over against the appellant.

With regard to these contentions, it is, of course, clear that the appellant is liable to the Government for his trespass on its quarries. But, on the facts, as I understand them, it is not at all clear that the Government is liable in damages to the respondent. It is not pretended by the appellant that the Government sanctioned or connived at his taking of the granite; on the contrary, it appears that it was taken without the knowledge and against the will of the Government. Under these circumstances, and in the absence of proof of negligence on the part of the Government directly conducing to the act of the appellant, I confess it seems to me difficult to hold that the Government is liable for the consequence of that act. If this view be correct, the result is that the respondent has suffered a loss for which he has no remedy, unless it be against the appellant who has caused that loss. I do not see any reason why he should not be held entitled to that remedy. No direct authority bearing on the case was cited on either side in the argument, nor have I been able to discover any such authority. If the agreement had been under seal, the doctrines as to the effect of covenants restrictive of the right of enjoyment of land would apply. Even as it is, the case of *Mander v. Falcke* (1891), 2 Ch. 554, is instructive. There the owners of the freehold reversion in a house sued G. E. Hinde and his son, G. W. Hinde, to restrain them from using the house in such a way as to break a restrictive covenant contained in a lease of it granted by the plaintiff's predecessor in title. The house was vested in G. W. Hinde, the son, for a term under an

under-lease which had been assigned to him. It was not shown that G. E. Hinde, the father, had any estate, legal or equitable, in the house, but there was evidence to show that he was in substance managing the business carried on there in which G. W. Hinde, the son, took part. It was held by the Court of Appeal that the evidence showed G. E. Hinde, the father, to be in joint or sole occupation of the house and to be managing the business in it with notice of the covenants, and that, even if he was nothing more than the mere occupier, he was liable to an injunction to restrain him from using the house in a way forbidden by the restrictive covenants. At p. 558 of the report there are the following observations by Bowen, L. J.: "If a man, by the leave of a person who is bound by a restrictive covenant as to the use of land, enters into possession of the land with notice of the covenant, he will be restrained from violating that covenant. Why should not a person who enters into possession of land for his own convenience, and by the permission of a person bound by a restrictive covenant, be as much bound as a tenant from year to year?" But, in the absence of express authority, I think the case can be decided on principle, and that it falls within the operation of the rules laid down for the application of the maxim, *Ubi jus ibi remedium*. This maxim was first fully explained and its effect illustrated by Lord Holt, C.J., in the case of *Ashby v. White et al.*, 1 Sm. L. C., 231. At p. 252 Lord Holt says:—"Every injury imports a damage though it does not cost the party one farthing, and it is impossible to prove the contrary; for a damage is not merely pecuniary, but an injury imports a damage when a man is thereby hindered of his rights." In Comyns' Digest, Action upon the Case (A), it is said:—"In all cases where a man has a temporal loss or damage by the wrong of another, he may have an action upon the case, to be repaired by damages." Where an injury has been done and some one person is primarily liable for it, it may be that a third person, who has taken part in bringing it about, may also be liable, as, for instance, a stranger may be liable in tort for procuring the breach of a contract. Thus, in the case of *Lumley v. Gye*, 2 E. and B., 216, the majority of the Queen's Bench held that an action lies for maliciously causing and procuring one of two contracting parties not to perform the contract, whereby loss accrues to the other. This decision was affirmed by the Court of Appeal in *Bowen v. Hall*, 6 Q.B.D., 333. In that case Brett, L.J., says, at p.p. 337-8, that the following proposition may be deduced from *Ashby v. White*:—"Wherever a man does an act which in law and in fact is a wrongful act and such an act as may, as a natural and probable consequence of it, produce injury to another, and which in the particular case does produce such an injury, an action on the case will lie." I conceive that the act of the appellant was wrongful; that, as a natural consequence, it produced injury to the respondent; and that the present case comes within the scope of the above-stated proposition of law. I am, therefore, of opinion that the present suit has been well brought, and that the judgment of the learned Judge in the Court below should be affirmed, and this appeal be dismissed, with costs.

The Puisne Judge—I concur.

CHEUNG IU TING, APPELLANT v. CHUN YAM AND MA PAK TO.

The appellant, the plaintiff in the court below, applied for leave to appeal from the judgment of the Puisne Judge delivered on the 20th September. The application was heard *ex parte*.

Mr. M. W. Slade (instructed by Mr. Reece) appeared for the appellant.

The appellant is the proprietor of a sugar shop and he brought three actions against Chun Yam, comrade to Messrs. Gilman and Co., and Ma Pak To, broker, to recover sums due on three promissory notes for \$600, \$800, and \$900 respectively, and judgment was given against the plaintiff.

Mr. Slade said the application was made on the grounds that the judgment was not in accordance with the evidence and that new evidence was forthcoming which could not have been obtained on the day of the

hearing of the action. The defence was that the signature of the first defendant on the notes was a forgery. That the signature was not that ordinarily used was perfectly clear, and therefore fraud had been committed by one of the three or two of the three parties concerned in the case. The fraud was committed either by the plaintiff or by both the defendants, or one of them. Counsel suggested that the fraud was committed by the two defendants together.

The Chief Justice.—It appears to me that either the plaintiff has committed forgery and followed it up by committing perjury, or defendants have committed perjury and possibly have been guilty of conspiracy too.

Mr. Slade said that was his point. He then dealt with the judgment and referred to the new evidence which he was able to call.

Their Lordships granted leave to appeal on the ground that fresh evidence was forthcoming.

MESSRS. BUTTERFIELD AND SWIRE'S NEW PREMISES.

The Taikoo Hong on Monday, 27th September, moved into its new offices at the corner of Murray and Connaught Roads with frontage on the New Praya. The building is a notable addition to the architectural features of Hongkong and being fire and typhoon proof represents a new departure. The business and personal friends of the hong and of its members were invited to make a call in the afternoon and between four and five o'clock the building was thronged with visitors, who were afforded an opportunity of viewing its novel features and were hospitably entertained by Mr. Herbert Smith and Mr. Walter Poate, the resident partners, and the members of the staff. Mr. Fullarton Henderson, one of the old hands of the colony, seized a favourable opportunity to propose success to the firm, which he did in a short and characteristically happy speech. Having indulged in some reminiscences of the time when the blue funnel steamers arrived at long intervals and compared that time with the present, when the signalman at the Peak had hardly flags enough to signal the approach of the vessels consigned to the Taikoo Hong, Mr. Henderson went on to say that newspaper people, who were given to writing on subjects they knew nothing about were now talking of the decadence of the British merchant, but he pointed to the splendid building in which they were assembled as a refutation of all that was said on that topic. (Applause.) In conclusion he proposed the toast of "Success to the Taikoo Hong," and, as an afterthought, remarked that had he known there were to be ladies present he would have adorned himself with a bouquet of the flowers of rhetoric. The toast having been honoured with three cheers and a tiger, Mr. Herbert Smith briefly responded, thanking those present for their good wishes.

The building has three frontages on public roads, namely, on the New Praya, Murray Road, and Connaught Road (the old Praya), while on the west it is separated by a narrow lane from a pile of offices now being erected by the Land Investment Company. On the Praya side it consists (including the ground floor) of three storeys and on the Connaught Road side of two storeys. The design is in a modified renaissance style, all the architectural features being in cement plaster. This is coloured a soft grey tint, and the exterior walling being of Amoy red brick, the combination of these differently coloured materials enhances the effect considerably and gives the building at once a striking and distinctive character. The elevations to the three fine frontages the site commands have been variously treated, which gives the building a picturesque appearance and presents a pleasing variety of design viewed from different aspects. The chief elevation faces the New Praya, and, like the other frontages, it rests on a substantial granite base. The entrances on either side and large bay window in the centre are the most distinctive features. A particularly rich and excellently modelled scroll frieze runs round the whole building at the first floor level at a position where it is most

readily seen and most effective. This is carried by a series of projecting brick pilasters, which run up both the other storeys to carry the enclosed verandah arcading. Only the Connaught Road front has an open verandah, and here it is carried on granite columns. The sky line to this facade is broken with two flanking towers and a handsomely carved tympanum richly decorated, which entirely compensates for its lesser elevation. The New Praya front and the elevations for some distance on either flank are surmounted by an enriched and bold projecting cornice, finished with neat balustrade and ornate corner terminals.

Passing into the interior of the building, the ground floor has a large area devoted to godowns, the entrance and stairs and servants' quarters occupying the remainder. Further accommodation for the extensive staff is provided on a mezzanine floor, the height of the ground storey easily permitting of this arrangement, which has the advantage of excluding a large portion of the Chinese employes from the public and business part of the premises. The coolies and servants' latrine accommodation is also provided for here on a new system for the first time introduced into the colony. The quarters for the compradore, coolies, kitchen, latrine, and servants are all paved with glazed brick and the walls covered with white glazed tile. The coolies, bunks are of galvanized iron, and all this apartment can be cleaned out with the hose. There is absolutely no place where filth can accumulate.

The main offices are on the first floor, and can be approached from either the New Praya or Connaught Road. The aim in arranging this floor has been to obtain the maximum of light and ventilation and give the slightest breeze an uninterrupted passage right through the building. To effect this, the ceiling is supported on an imposing number of handsome iron columns, tastefully picked out in different colours, and the various offices are divided off with ornamental panelled teak partitions 7 ft. high. This arrangement, apart from its hygienic merits, has an imposing effect, giving a full sweep of the large interior at a glance and the choice tessellated verandahs' tiled dado. The window fittings and general completeness and finish of the appointments on this floor are certainly calculated to impress the visitor. The planning of this portion of the building provides for privacy for the office staff, but there is ample accommodation for the public in the verandahs on two sides of the building, which are enclosed with cast iron window frames, glazed with thick plate glass.

All the floors, roof, ceilings, and stairs throughout the building are fire proof. The floors are constructed on iron joists with corrugated sheet iron arches in between, covered over with cement concrete, into which is bedded the hardwood battens to which the teak flooring is attached. In the case of the roof the same construction is adopted, but the concrete is covered in the well-known manner of the flat Indian terrace roofs. The sliding doors and shutters in the basement are also of iron, so that the building is about as fireproof as it can be made. The top floor is practically a private house, and only occupies about half the area of the first floor, but the remaining space is available for extension when required, and meanwhile will make an excellent tennis court.

The architect of the building is Mr. W. Danby, M.I.C.E.

Mr. H. H. Fox, who has been a member of the British Consular service in China for the last seven years, proceeds to England by the M.M. steamer *Laos*, on a well-earned holiday. Mr. Fox was at one time acting Consul at Wenchow, and latterly attached to the British Consulate at Shanghai, where his services have been highly valued. During the absence of Mr. J. Scott, H.B.M.'s Vice-Consul, who is away on leave in Japan, Mr. Fox has had to act as British Assessor in the Mixed Court, the duties of which we need hardly say he has fulfilled in a conscientious manner.—*China Gazette*.

STEEL VERSUS STONE PIERS.

The following petition, praying that the piers and jetties along the Reclamation may be constructed of steel instead of stone, has been prepared for submission to H. E. the Governor. It is proposed to place copies for signature in the Hongkong Club, the New Club, the P. & O. Office, Messrs. Lane, Crawford & Co's, and Messrs. Kelly and Walsh, Limited:—

September, 1897.

HIS EXCELLENCY SIR WILLIAM ROBINSON, G.C.M.G., GOVERNOR AND COMMANDER-IN-CHIEF OF THE COLONY OF HONGKONG.

May it please Your Excellency,

We, the Undersigned, Agents of Steamships, Owners of Steam-launches, Residents of Kowloon and others interested in the Dock, Factories and the numerous industrial undertakings located there and in the welfare of this Colony earnestly beg to call Your Excellency's attention to the fact that experience has shown the solid masonry piers and jetties, in course of erection by the Government on the line of the New Praya extension, to be particularly ill-adapted for this Harbour. That such is the case was clearly demonstrated during the moderate North-Easterly gale which prevailed on Friday, the 17th instant. Early in the afternoon it would have been impossible for a launch to approach the New Murray Pier—the only one of these stone piers yet completed—even on the lee side, while at six o'clock, when the gale had reached its full force, waves were breaking over the jetty, throwing up columns of water to the height of 20 feet, or more, the spray from which was carried far across the Praya, rendering the jetty absolutely inaccessible; during this time, at the Canton and New Pedder's wharves and the other open wooden piers which offer but little area for the sea to impinge against, no spray was observable, and launches could, and did, proceed alongside them.

If it so happens that with every fresh Northerly breeze which blows during the N. E. Monsoon, communication with vessels in the Harbour and with Kowloon has to be suspended on account of the inability of launches and other craft to go alongside the public jetties—as the experience gained during the recent blow certainly indicates—it is apparent, as we would beg to impress upon Your Excellency, that not only the shipping trade and the travelling public generally, but also the increasing interests of the important commercial offshoot of this colony on the Mainland will suffer seriously, and the inconvenience caused to the Garrison and residents of that suburb will be most vexatious.

It is within the memory of many residents that as far back as 1874 it was decided that solid masonry piers, in addition to being a source of danger to the Praya wall itself, were unsuitable for the Harbour, and all the solid stone wharves, which were in any way interfered with during the reconstruction of the Praya wall after the memorable typhoon of that year, were removed. We have it on reliable authority, that the Hon. J. H. Price, the then Surveyor General, who during a long experience of typhoons and heavy gales had acquired a special knowledge of the subject, was so firmly convinced of the undesirability of solid stone wharves for this Harbour that he did all in his power to have them abolished.

Besides acting as breakwaters, over which the waves wash and so render useless in stormy weather, these solid wharves—as was proved in the old masonry jetties removed in 1874—obstruct the natural currents, and consequently silt, garbage, and other offensive matter accumulate on either side of them, entailing a heavy annual expenditure for dredging on the ratepayers, and, as has happened in times past, generally proving more or less injurious to the public health. By substituting steel wharves these evils would be averted, as, although stronger, the piles are far less in size even than wooden piles, and, by allowing the sea to flow through freely, they create a natural scour which effectually prevents any objectionable deposits forming along the foreshore.

Before proceeding further with the construction of the stone piers now in course of erection, we would, therefore, most respectfully beg Your Excellency to reconsider the whole question before again reverting to a system which,

after a lengthy and thorough trial, was condemned and discarded nearly a quarter of a century ago, and some of the inherent defects of which were brought prominently to notice at the New Murray Pier by the first Northerly gale after its completion.

We would, furthermore, beg to suggest that all the remaining public piers which have to be erected, including those in course of building, should be constructed of mild steel. We are advised on competent authority that this can be done without difficulty and that wharves constructed of that material can be made as strong as those built of solid stone. As an example of the durability of steel wharves in these waters, we would beg to draw Your Excellency's attention to a large mild steel wharf at Quarry Bay, erected in 1882, which has stood remarkably well. We are credibly informed that this wharf is, to all intents and purposes, in almost as good condition as when it was first built 15 years ago, and that during that period it has required little more than an annual cleaning and coat of tar.

With regard to the objection which may be raised on the score of expense, on account of the progress which has already been made with some of the masonry wharves, we would beg to point out that mild steel piers are considerably less costly than stone, and, even if the change would involve increased expenditure, we would submit that the additional outlay would be more than compensated for by the saving effected in dredging expenses later on, while, if the experience of 1874 with these stone piers is to be repeated, the ultimate saving to be derived from adopting this course before proceeding any further with the work, is incalculable.

We fully realise that the substitution of steel for stone jetties will cause some delay, but the knowledge that it has already been clearly established that solid wharves are not suitable for this harbour, would, we can assure Your Excellency, reconcile the community to the loss of time which the proposed alteration must necessarily incur.—We have the honour to be, Your Excellency's most obedient humble servants,

THE TYPHOON AT HOIHOW.

[FROM A CORRESPONDENT.]

One of the severest typhoons on record visited this port on of Friday night and Saturday morning 17th and 18th inst. On the 17th the wind was high from early morning with a slightly falling barometer; but no apprehension was felt of a typhoon. From noon to 4 p.m., however, the glass fell 6 deg. and the wind increased in force, blowing from N.W. and N.N.W. Attention was then aroused, as the weather indicated a gale. From 4 p.m. it was quite apparent that it was going to blow hard, and at about dusk it blew in furious gusts from N.W. There was no rain to speak of. At 7 p.m. the wind increased, with high water in the harbour. By 9 p.m. a perfect typhoon was raging with violent winds and a little rain. The water rose rapidly, sweeping everything before it like a tidal wave. The town, being built some six feet above the level of the water at ordinary high tide, was now flooded by water from the harbour. By this time tiles commenced to be displaced from the roofs of the houses, which are generally frail buildings. An hour afterwards tiles and plaster were flying in all directions, and the flagstaves at the European houses were then one by one blown down or broken by the force of the wind. The water in the streets went on rising rapidly and by 10.30 it was waist deep and in some places to a man's height. The typhoon appeared at this time to be at its highest pitch; junks, large and small, were blown from their moorings and carried on shore and into houses along the water frontage, knocking down walls and smashing themselves, while others went clean across the main road. At about 2 a.m. on the 18th the wind veered to S.E. and then S., blowing still harder, but for a short time. The water then commenced to subside, to the great relief of everybody on shore. By 3.30 a.m. the wind abated, dying out by 5 a.m., when the typhoon appeared to have spent itself.

On shore the damage was considerable. To commence at Dr. McCandless's house, attached to the hospital of the American Presbyterian Mission; this house sustained the loss of the

roof of the back verandah and the house itself was partly unroofed. What with water from the roof and the flood the doctor's instruments, books, a small dispensary kept in the house, carpets, &c., &c., were much damaged. The hospital also was partially unroofed, and the dispensary and wards suffered a great deal. Consul Kahn's compound wall and back verandah were thrown down, also his massive flagstaff. His cellar and servant's quarters were under water. Messrs. A. Schomburg & Co.'s private house had its substantially built enclosing wall on the western side entirely blown down, the outhouses and kitchen unroofed, and windows blown in. Consul Butler's verandah on the water frontage came down entirely and the Post Office, which is on the ground floor, was a complete wreck. No books, papers, or furniture in this office can be recovered. Postage stamps and registry and other valuable papers in the safe are totally destroyed, so that no mail has been made up since the typhoon for want of stamps, &c., &c. Bertrion's Albumen Depot is a total wreck, windows blown in, house unroofed, and casks of albumen, boxes, &c., &c., all in a topsy-turvy state. Mr. Sequeira was still more unfortunate. Although his main roof stood the force of the wind, holes were made in several places; and his back yard facing the harbour is a mass of ruins. During the height of the typhoon two large junks ran into each other and both were carried into the yard, knocking down the outhouses, in one of which there was stored 25 tons of coal, which was washed away. His flagstaff was also broken in three pieces and blown on top of the house. The house itself shaking tremendously, Mr. Sequeira and his family took refuge in a small shop attached to the house, but this was flooded to the height of four or five feet, so that he was in danger of either being buried under the debris of the house or being drowned in the flood. He and his family of little children had to stand on tables and chairs until the water subsided. Further down is the residence of the Commissioner of Customs. The house was unroofed, and, like Mr. Sequeira's, had the misfortune of having two large junks carried into the compound, the strong retaining wall being totally knocked down. The Custom House was unroofed and the substantial flagstaff broken in two. Messrs. A. Schomburg & Co.'s flagstaff was also broken and their office flooded.

Among the natives, all houses along the water frontage suffered more or less by having the portion facing the water demolished. Among the craft great distress prevails. Innumerable boats and junks were smashed to pieces and the loss of life is great, being variously estimated at between 250 and 350. In the harbour there were the steamers *Hongkong*, *Hailan*, *Frejr*, *Else*, and the Chinese gunboat *Kwongyok*. The first two sustained some damage on deck. The *Frejr*, besides losing a large anchor and 85 fathoms chain, sustained general damage on deck, and in her fore-peak a plate was cracked. The *Else* stood well with damages on deck only. The Chinese gunboat went ashore on a sandy bottom and up to the time of writing (23rd) is still stuck up.

The damages and losses are estimated to amount to over \$200,000. According to the natives, there has not been such a heavy typhoon for the last twenty-five years. Very few persons have had such an experience as we had on that memorable night, when death stared us so fixedly in the face. To try to escape from being buried under the roofs and walls of falling houses was out of the question, for one would simply have risked death by drowning, for the country being flat the whole town was flooded.

The day following the typhoon was a funereal one; all day long coffins were being carried through the streets and dead bodies floating in the river were being picked up by friends or charitably disposed persons. The stench from dead animals washed ashore, wet Chinese clothes and furniture, mud and rubbish, was something awful.

It is announced in the *British North Borneo Herald* that a gold-bearing quartz reef has been discovered in the Darvel Bay district and that a concession to work it has been granted by the Court to the discoverer.

DR. LOWSON'S SERVICES IN INDIA.

The following correspondence is published in the *Gazette* :—

THE COLONIAL OFFICE TO THE GOVERNOR.
Downing Street,
18th August, 1897.

Sir,—I have the honour to transmit to you, for your information, the documents noted below on the subject of the good services rendered by Dr. Lowson to the Government of India in connection with the recent plague in that country. —I have the honour to be, sir, your most obedient humble servant,

EDWARD WINGFIELD.
for the Secretary of State.

The Officer Administering the Government of Hongkong.

THE INDIA OFFICE TO THE COLONIAL OFFICE.
India Office, Whitehall, London, S.W.,
9th August, 1897.

Sir,—With reference to my letter, dated the 20th July, 1897, reporting that Dr. J. Lowson of the Colonial Service was returning home from plague duty in India, I am directed by the Secretary of State for India to say that he expects to receive hereafter specific reports regarding the good work done by this officer. Copy of such reports will be forwarded to the Colonial Office when they are received.

Meanwhile Lord George Hamilton directs me to state that he has heard from India very favourable accounts of the good work done by this officer, and of the benefit derived from his knowledge and experience of plague treatment at Hongkong. His work was arduous and at times dangerous, and his Lordship desires that his acknowledgments may be conveyed to Dr. Lowson, and to the Colonial Office for lending his services.—I have, &c.,

(Signed) A. GODLEY.

The Under Secretary of State, Colonial Office.

Downing Street,
16th August, 1897.

Sir,—I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter of the 9th instant, expressing Lord George Hamilton's appreciation of the manner in which Dr. Lowson performed his duties in connection with the plague in India.

Mr. Chamberlain is glad to learn that Dr. Lowson has rendered such excellent and useful services to the Government of India.

A copy of your letter will be communicated to Dr. Lowson.—I am, sir, your most obedient servant,

(Signed) C. P. LUCAS.

The Under Secretary of State, India Office.

ADDRESS TO THE CAPTAIN AND OFFICERS OF THE P. M. STEAMER "PERU."

The following address was presented to Captain Saunders by the cabin passengers of the P. M. steamer *Peru* on her last voyage :—

On board the steamer *Peru*,
September 12th, 1897.

We, the undersigned cabin passengers on board of the good ship *Peru*, being desirous of expressing to Capt. Saunders and his officers our thanks to them for the uniform, courteous, and gentlemanly treatment received throughout the voyage, moreover we feel it our duty so to do, since one and all of us were repeatedly cautioned while in San Francisco against travelling on the Pacific Mail Steamship Co.'s steamer *Peru*; therefore be it resolved, That we thank Capt. Saunders and his officers for their kindly efforts in making our long trip on such an expanse of water pass so pleasantly and quickly, and that we express to our friends both in the Occident and Orient that the reports concerning the *Peru* are without foundation, and that we have been more than pleased at the excellency of its table and the thorough cleanliness throughout all departments of the vessel; therefore be it resolved :—That a copy of these resolutions be presented to the Commander on behalf of himself and his officers and that a copy be placed with the principal newspapers in both China and Japan.

And in hearty accord we attach our signatures hereto,

T. J. EDWARDS
SCHLITZ EMANUEL
G. C. BROOKE
Robt. S. BREWSTER
Edw. EMANUEL
Mrs. Edw. EMANUEL
H. T. EDWARDS
J. L. BRETT
R. G. WATKINS
W. M. S. BEEDE, M.D.
VIRGINIA FOOTE BEEDE
W. B. MONTGOMERY
J. A. FITCH
W. D. MONTGOMERY
Mrs. A. C. MONTGOMERY
Mrs. M. J. BRETT
Mrs. J. A. FITCH
JULIUS KOHN
H. LEHMANN
Mrs. MEAD DREW
G. D. BRILL

THE HONGKONG JOCKEY CLUB.

The following is the report for submission at the annual meeting to be held on the 2nd October :—

In submitting the Honorary Treasurer's accounts, the Stewards consider them satisfactory although not quite so good as the previous year.

The permanent brick stables and private stands were available for the 1897 meeting, and proved a great convenience.

Gymkhanas, as in recent years, have been held on the Race Course under the auspices of the Jockey Club.

The race course, compound, and stands were lent for the review and celebration at the Happy Valley on the occasion of Her Majesty's Jubilee and for the gymkhana subsequently held in this connection.

The course is in good order.

T. F. HOUGH,
Clerk of the Course.

Hongkong, 25th September, 1897.

FOURTH GYMKHANA MEETING.

The attendance at the fourth gymkhana meeting of the season, which was held at the Happy Valley on Saturday, 25th Sept. was rather small, although the weather was very bright and not too warm. Pony racing took a back seat, interest being principally centred in the tent pegging and ladies' nomination events, while the dog race also provided much amusement. There were only two pony races. For the first only two competitors turned out and the second was a tame affair altogether. During the afternoon the band of the West Yorkshire Regiment, under Mr. W. G. Bentley, A.R.C.M., played the following selections of music :—

March..... "King Cotton"..... Sousa
Overture..... "Fest"..... Leutner
Caprice, Heroique "Le Reveil du Lion" ... Kontaki
Waltz..... "Autograph"..... Strauss
Romance ... "Frühlingserwachen"..... E. Bach
God save the Queen.

The following were the officials :—

Patrons :—His Excellency Sir William Robinson, G.C.M.G., His Excellency Major-General Wilson Black, C.B., Commodore Swinton C. Holland, A.D.C.

Committee :—The Hon. J. J. Bell-Irving, Mr. Hart Buck, Capt. Burney, R.A., Messrs. R. M. Gray, V. A. Caesar Hawkins, T. F. Hough, J. McKie, Capt. Loveband, A.D.C., Mr. G. C. C. Master, The Hon. F. H. May, C.M.G., Mr. C. H. Nugent, R.E., Lt.-Col. The O'Gorman, D.A.A.G., Mr. G. H. Potts, Commander Taylor, R.N., The Hon. T. H. Whitehead, Mr. M. D. Wood, W. Y. Regt.

Judges :—The Hon. J. J. Bell-Irving and Mr. V. A. Caesar Hawkins.

Handicappers :—Messrs. Hart Buck, R. M. Gray, G. C. C. Master.

Timekeeper :—Mr. G. H. Potts.

Clerk of the Scales :—Mr. J. McKie.

Hon. Secretary :—Lieut.-Col. The O'Gorman, D.A.A.G.

ONE MILE HANDICAP; first prize, presented; second, 15 dollars; entrance, \$1; but if left in after 2 p.m. on 21st instant, \$3 extra.

Mr. Potts's Toccin 11st. 7lbs. (Capt. Burney.) 1
Mr. Cox's Saucy 10st. 12lbs.(Owner.) 0

There were two false starts, Saucy galloping a furlong each time before being brought up. Colonel Gordon at length got the ponies well away. Tossin maintained a lead of a neck until reaching the village, when he gained still further and won comfortably by two lengths. Time—2 mins. 12 secs.

A DOG RACE; about 120 yards; first prize, \$15; second, \$10; third, \$5; open to all; entrance free on course.

Private Duffy's Sentry 1
Private Ennson's Yorkshire Lass 2
Mr. J. Hucker's Biddy 3

Eight dogs competed.

TENT PEGGING; first prize, a cup presented by Major-General Wilson Black, C.B.; second prize, three-fourths of entrance fees. Entrance, \$3.00. Three runs.

Mr. De Vitre 1
Mr. Moberly 2
Capt. Welman 3
Mr. Landale 0
Mr. Platt 0
Lt. Colonel The O'Gorman 0
Mr. C. H. Thompson 0
Mr. Drury 0
Capt. Burney 0
Mr. Gibson 0
Mr. Creagh 0
Capt. Berger 0

This was a most interesting competition and Mr. De Vitre well deserved his victory.

THE LADIES' NOMINATION; the rider will pass the lady at full speed; the lady will throw a polo ball at him, which he should catch and deposit in a bucket further on; points for the catch, drop, and pace will be awarded; 1st and 2nd prizes presented; entrance, \$2.00. Three runs.

Nominated by
Mr. Gibson Mrs. Gedge 1
Mr. Spencer Mrs. Bartrum 2
Lt. Colonel The O'Gorman Mrs. Drury 3
Captain Welman Mrs. Welman 0
Mr. Platt Mrs. Palmer 0
Captain Phillips 0
Mr. Thompson Mrs. Master 0
Mr. Drury Miss Hancock 0
Mr. Lawford Mrs. Holland 0
Mr. De Vitre Mrs. Leigh 0
Mr. Master 0
Mr. Gray Mrs. Layton 0
Captain Burney Mrs. Phillips 0
Mr. Cox 0
Mr. Landale 0

The responsibility of the ladies in this competition was very great, the manner in which they threw the ball affecting in no small degree the chances of the riders.

A BAREBACKED RACE OVER A FEW OBSTACLES; to be selected by the stewards; for ponies that have never started in a race or gymkhana flat race, polo pony events excepted; no whips or spurs allowed; two prizes. Entrance, \$2.00.

This race did not take place.

THE DISTANCE HANDICAP; the limit horse to start at Round Course Post; first prize, presented; second, \$15.00; entrance, \$1.00; but if left in after 2 p.m. on 21st instant, \$3.00 extra; the weight of rider to be given with entry for information of the handicappers.

Mr. Cox's Saucy, 10st. 8lbs. (Owner) 1
Mr. Master's Major (a child's pony), 10st. 12lbs. (Mr. Master) 2
Mr. Leon's Glendubh, 11st. (Mr. Gibson) 3
Mr. W. Jackson's Lady Bess, 11st. 5lbs. (Owner) 0

Hon. T. H. Whitehead's Sport, 11st. 12lbs. (Capt. Burney) 0

Mr. Creagh's The Beast, 11st. 4lbs. (Mr. Creagh) 0

Mr. Cox's Paddy Bird, 10st. 8lbs. (Mr. Head) 0

It was almost dark when the ponies were got away and very little interest was manifested in the event.

The *Kobe Chronicle* regrets to state that Mrs. Dunlop, whose husband recently died at Ikao from dysentery, has now lost her little girl Phyllis from the same disease. The very greatest sympathy will be felt with the unfortunate lady in her bereavement of both husband and child in this terrible way.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The following is the report for presentation to the shareholders at the twenty-fourth ordinary meeting to be held at the Society's offices at noon on Wednesday, 13th October:—

The Directors have now to submit to the shareholders a report of the business of the society for the year 1896, and for the six months ending the 30th June, 1897.

1896.—The net Premium collected for the year, after deducting returns and reinsurances, amounts to \$1,664,367.40. After providing for a bonus of 20 per cent. on contributions paid in April last there remains at credit of working account a balance of \$455,735.01 as per annexed statement.

From this sum the Directors recommend the payment of a second bonus of 2½ per cent. on contributions, a dividend of \$16 per share, equivalent to 32 per cent. on the paid up capital of \$50 per share, and an addition to the reserve fund of \$60,000 raising the reserve to \$1,260,000. The balance remaining of \$199,305.79 they propose to carry forward and thus close the account for the year 1896.

1897.—The position of the Society for the present year, as far as it can be ascertained, is as follows:—

Balance of working account to the 30th June as per annexed statement	\$ 674,784.53
Add estimate of Premium to 30th September	470,000.00
	\$1,144,784.53
Estimate of Losses to pay	390,000.00
	\$ 754,784.53

DIRECTORS.

In accordance with clause 86 of the articles of association, Mr. Alex. Ross and Mr. C. S. Sharp retire, but offer themselves for re-election.

Mr H. Stollerfoht has resigned his seat on the Board owing to his departure from the colony.

AUDITORS.

Messrs. J. H. Cox and W. Hutton Potts retire, but offer themselves for re-election
N. A. SIEBS, Chairman.

Hongkong, 21st September, 1897.

WORKING ACCOUNT, 1896. On 30th June, 1897.	
Dr.	\$ c.
To Working account, balance on 30th June, 1896	748,585.30
To net premium from 1st July to 31st December, 1896	720,862.05
To interest	180,754.47
	\$1,578,201.82

Cr.	
By agency commissions	28,265.72
By agency charges	14,483.16
By head office charges	27,772.97
By Shanghai charges	16,063.85
By London charges	61,806.77
By Yokohama charges	8,895.80
By Melbourne charges	10,626.74
By remuneration for half-year ending 31st December, 1896, to directors, committees, and auditors	9,721.01
By losses and claims paid	671,276.53
By exchange	216.13
By bonus on contributions account 1896, (declared 15th April, 1897) 20 per cent.	273,338.13
By balance	455,735.01
	\$1,578,201.82

WORKING ACCOUNT, 1897. On 30th June, 1897.	
Dr.	\$ c.
To net premium from 1st January to 30th June, 1897	1,027,516.35
To interest	55,630.31
	\$1,083,146.66

Cr.	
By agency commissions	17,362.12
By agency charges	9,016.85
By head office charges	32,039.53
By Shanghai charges	16,456.52
By London charges	55,199.78
By Yokohama charges	8,294.92
By Melbourne charges	14,530.65
By Singapore charges	2,910.95
By remuneration for half-year ending 30th June, 1897, to directors, committee and auditors	10,481.37
By losses and claims paid	241,762.58
By exchange	306.86
By balance	674,784.53
	\$1,083,146.66

BALANCE SHEET.	
30th June, 1897.	Dr.
To capital 10,000 shares of \$250 each—\$2,500,000 upon which \$50 per share called and paid up	500,000.00
To reserve fund	200,000.00
To unclaimed bonus and dividend	14,484.31
To exchange fluctuation account	621,182.75
To investment fluctuation account being the increase in market value of securities	257,465.79
To Working account, 1896, balance	455,735.01
To working account, 1897, balance	674,784.53
To sundry creditors	439,580.60
	\$4,163,238.99

Cr.	
By cash on current account with the Hongkong and Shanghai Banking Corporation	\$4,712.38
By cash on deposit, viz:—	
Hongkong and Shanghai Banking Corporation	\$213,000.00
Chartered Bank of India, Australia and China	96,000.00
Mercantile Bank of India, Limited	50,000.00
National Bank of China, Limited	20,000.00
	379,000.00

By cash on Mortgage, viz:—	
In Hongkong	\$503,979.87
In Shanghai	486,486.49
	990,466.36

By cash invested in Debentures, viz:—	
Hongkong and Kowloon Wharf and Godown Co., Limited	\$ 52,500.00
Shanghai Land Investment Company, Limited	34,378.38
Shanghai and Hongkew Wharf Company, Limited	172,500.00
Shanghai Municipal Loan	42,567.56
	301,945.94

By amount at Debit of Branches and Agencies	340,043.94
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By amount invested in London, viz:—	
In Consols, India Govt. Guaranteed Railways and other Securities	£107,054.1.0
Deposited in Banks	28,000.0.0
	£135,054.1.0 1,361,174.89

3½ per cent rupee paper, Rs. 600,000.00=£37,800.0.0	380,979.37
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By amount invested in Melbourne, viz:—	
In Government treasury bonds and other securities	£ 9,336.16.10
Deposited in Banks	1,000. 0. 0
	£ 10,336.16.10 104,182.34

By bills receivable	19,186.49
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By bills remitted to London agency, 30th June account	994.24
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By sundry debtors	199,556.24
	\$4,163,238.99

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The ordinary general meeting of shareholders in the above company was held at the offices of the General Managers, Praya Central, at noon on 25th Sept. Mr. J. H. Lewis presided and there were also present Hon. J. J. Bell-Irving, Messrs. D. Gubbay (Consulting Committee), W. Parfitt (Secretary), J. H. Cox, W. Gaskell Messrs. D. Gillies, G. C. Cox, J. R. Michael, J. H. Cox, P. A. Barlow, W. Parlane, F. W. Hall, W. Bailey, P. Jordan, Apear, A. G. Robson, and Chan Tong.

The CHAIRMAN—Gentlemen, the report and accounts having been in your hands for several days, I propose that as usual they be taken as read. There is nothing of especial interest for me to remark upon as regards the working of the steamers, beyond what is set forth in the report. Altogether there has been a steady business throughout the year, and the General Managers and Consulting Committee are pleased to again come before you with results that we trust will be regarded as satisfactory. With reference to our funds, I may mention that since the date of the report, we have with the advice of the Consulting Committee invested some \$100,000 in high-class local stocks, viz: 100 Hongkong and Shanghai Bank Shares, 100 H. K. and W. Dock Co.'s Shares, and 350 H. K. Land Investment Co.'s Shares; in addition we are also negotiating some further advances on mortgage: these investments will materially appreciate our interest account, and we think

will be fully approved by shareholders. In connection with adjustment of account with the late Amoy agents I think it right to mention that the firm referred to is that of Messrs. Russel & Co. By an oversight the name was omitted in the printed report and accounts. In conclusion I have only to add that the steamers' earnings so far since June are well up to the average, but unfortunately the price of fuel has advanced considerably and there is no prospect of any reduction, at any rate for the present. I shall be pleased to answer any questions that shareholders may ask.

There were no questions and the CHAIRMAN moved the adoption of the report and accounts.

Mr. G. C. Cox seconded.

Carried.

Mr. GILLIES proposed the re-election of the Consulting Committee:—Hon. J. J. Bell-Irving, and Messrs. A. Ross, C. A. Tomes, and D. Gubbay.

Mr. BARLOW seconded.

Carried.

The re-election of the auditors, Messrs. J. H. Cox and W. H. Gaskell, was proposed by Mr. MICHAEL and seconded by Mr. BAILEY, and agreed to unanimously.

The CHAIRMAN—That concludes the business of the meeting. I am much obliged to you for your attendance. Dividend warrants will be posted on Monday next. (Applause).

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

COPENHAGEN'S FREE PORT AND ITS CHARGES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—A friend of ours has sent me a copy of your valued paper dated June 21st, in which you deal with our little handbook "Copenhagen and its Free Port." You mention same in kind expressions, for which please accept our best thanks. Nevertheless some of your words need comment and therefore I beg admittance to your columns for a few remarks. You write in your article:—

"At Copenhagen a vessel of 1,000 tons register pays £26 4s.; at Hongkong the same vessel would pay under the present scale of light dues something less than £2 10s. It is true that at Copenhagen the dues cover wharfage, but if a vessel coming to Hongkong desires wharfage the Wharf and Godown Company will accommodate it for a good deal less than half the amount charged at Copenhagen."

As correctly quoted by you from our above-named pamphlet, a vessel of 1,000 tons register will have to pay here about £26 4s., but this amount is composed of various items, which are specified as follows:

Wharfage (quay dues) 163 ore per ton	Kr. 168.66=£ 9 5 3
(vide our book page 36)	
Pilotage	Kr. 69.72=£3 17 6
Towage	54.00= 3 0 0
Ferriage	16.00= 0 17 9
Clearance fees.	
Kr. 60=£3 6 8 to 150.00= 8 6 8	
Petties	15.00= 0 16 8
	304.72= 16 18 7
	Kr. 471.38=£28 3 10

Thus it will be seen that the *only* charge on the vessel encashed by the harbour authorities is wharfage (£9 5s. 3d.) and this, certainly, for a vessel of 1,000 T. R., must be called a very low figure.—I am dear sir, your obedient servant.

C. D. HAGE,
Secretary,

The Copenhagen Free Port Company, Ltd.
Kjbenhavn, 20th August, 1897.

SHANGHAI AND POOTUNG SUSPENSION RAILWAY.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—In your issue of the 25th inst. your leading article was mainly a criticism of an essay by M. Chollet, the engineer of the French Municipal Council at Shanghai, on "A Practicable Method of joining Shanghai with Pootung by a Pont à Transbordeur, System Arnodin;" that is to say, by a suspension tramway raised high enough to clear the shipping. To this scheme there is a serious objection that would

at once occur to a practical engineer acquainted with the localities named. A suspension bridge or railway, or any structure on the suspension principle, having a large span, requires the piers or pillars to be of great strength, and therefore of great weight, and the foundations, of whatsoever description—screw piles, cylinders, or masonry—must be carried down to the rock, or at least to hard gravel. If such a foundation can be got on the delta of the Yangtze, the accumulated silt of ages, on which Shanghai stands, it will be news to many. I fancy M. Chollet could get some interesting information on this point from the New Dock Co., whose wooden dock is sinking surely but not slowly, and from other factories on the Pootung side.—I am, sir, your obedient servant,

AN OLD CONTRACTOR'S
ENGINEER.

Hongkong, 25th September 1897.

THE JAMESON-HOOLEY LOAN.

Shanghai, 20th September.

On Saturday Mr. Frosell, the agent of the Jameson-Hooley syndicate, absolutely settled with H.E. Sheng the loan for £16,000,000 on the conditions previously arranged in Peking, except that the discount is to be £94 instead of £95. The contract as drawn up by Mr. Platt, of Messrs. Johnson, Stokes and Master, is business-like and satisfactory for both sides, and the security given is considered ample. The sum of £9,000,000 is all ready in London to be handed over to the representative of the Chinese Government, and the balance will be paid before the 20th of December next. Mr. Frosell has secured the construction and financing of the railway that is to run from Shanghai through Soochow to Nanking, and the ultimate extension to Honan, besides the line from Soochow to Hangchow, and there are prospects that this will include, conjointly with the Chinese Government, the exploitation and development of coal deposits which are known to exist in Honan. It is expected that Major J. Eustace Jameson, M.P., will arrive in China early next year accompanied by a staff of English engineers to survey the country, and arrange all the details for properly carrying out the whole scheme in which the syndicate is interested. Mr. Frosell and his Secretary, Mr. T. Arnold, with Mr. Platt, leave for Peking to-night in the steamer *Anping*, which has been placed at their disposal by H.E. Sheng. They will be accompanied by Mr. Chu Pao-fay, the Chief Secretary of Railways, who has been closely connected with the negotiations throughout, and who proceeds to Peking at the special request of Li Hung-chang and Weng Tung-ho. for the final ratification and the Imperial edict approving of the loan. When at Peking Mr. Frosell will at once deposit the sum of £100,000 with the government as a guarantee for the observance of the various payments as agreed at the due dates. Mr. Frosell, and all concerned with him in negotiating this loan, may be sincerely congratulated on completing a most important business transaction with the Chinese High Authorities with a celerity that is perfectly marvellous considering the usual methods of this country.—N. C. *Daily News*.

We understand that the greater portion of the Hooley-Jameson Loan to China will be paid over through the medium of the Hongkong and Shanghai Banking Corporation, about one-third of the sum, that which is to be applied to railway construction, passing through the hands of the Imperial Chinese Bank. It is believed also that the Russo-Chinese bank will have a finger in the pie. The term of the loan is 50 years, after 10 years of which the Chinese will commence to pay back the principal.—*China Gazette*.

The *Korean Independent* says:—Mr. W. McC. Osborne, Commissioner of Customs, left in the steamer *Hyenik* for Chinnampo to organise a Customs office there. Mr. Eg. Penguet will be put in charge and his staff will consist of Messrs. Han, Kim, and Matsumoto. Mr. Penguet has been transferred to the Korean Customs only recently from the Chinese staff, and it was a pleasant surprise to his many friends to hear of this promotion. We extend our hearty congratulations to Mr. Penguet and trust that under his charge the Customs revenue and business at Chinnampo will rapidly increase.

THE DECADENCE OF THE BRITISH MERCHANT IN CHINA.

In many quarters, some of which one would think ought to be better informed, there seems to be a growing tendency to ascribe the absence of progress in China to a want of enterprise on the part of the foreigners engaged in the trade of the country, and the British trader in particular is receiving severe criticism in the matter. In a British Consular report of a few years ago, the fact was deplored that the British merchant in China had fallen to the position of being little better than a commission agent working for Chinese. When I was at home a few years back, I myself listened to a lecture (by an old China hand, though unconnected with business) on trade with China in which the lecturer roundly abused British merchants in China, and more particularly those in Shanghai, for their want of enterprise, saying that we appeared to have lost all the trading instincts of a previous (his) generation; again, I have reason to believe that the members of a recent commercial mission to China have expressed themselves in somewhat the same way, and though the importance to be attached to their utterances is to be gauged by their want of experience, still the energy which attached to their work (work of a most useful nature) will doubtless give force to such opinions as they may express to the public at home. Under the circumstances I think that the time is not inopportune for the British trader to make some rejoinder to the criticisms which are being levelled at him, and I do not think that the task of defending his case is a very difficult one.

In the very able report recently made by Mr. Brennan upon the "State of Trade at the Treaty Ports in China," there occurs the following passage:—"A long and painful experience of thwarted efforts has had such a discouraging effect on foreigners in China that a condition of stagnation has come to be accepted as in the nature of things." This remark of Mr. Brennan's is entirely true, but it seems to me that it forms the appropriate text for a few remarks upon this long and painful "experience of thwarted efforts," and as to why we have come to accept the stagnation of China "as in the nature of things."

From my own (most limited) study of our history in China, I believe that I am justified in saying that the present generation in Shanghai is not fully alive to this question of our "long and painful experience." We know that things are wrong, and we express ourselves in forcible Anglo-Saxon at their being so, but the "discouragement" to which Mr. Brennan alludes has in an experience of many years led us to accept facts as they stand and to make the best of them. In fact, to again quote Mr. Brennan, to move on the "line of least resistance," nor can we wonder that such is the case. For some sin attaching to my progenitors, I have been reluctantly led into reading up the British merchant's "long and painful experience" in China, and though I do not for a moment claim that I have mastered more than the rudiments of so complex a question, yet I do think that the rudimentary knowledge which I have acquired is fully sufficient to dispose of the "want of enterprise" argument.

We all of us know the Treaties of 1842 and 1858, and the rights of trading in China, which, if the English language has any meaning, those Treaties conferred upon us; again, we all know how we have been dealt with as regards the interpretation of those Treaties according to the proclivities of this or that party in power in Downing Street. In dealing with a country such as China a settled and well-defined policy is as necessary as a permanent staff in a government office, but unfortunately our interests are a long way from home (they are getting very much nearer), and the "China question" has up to recent times not got further than the dignity of a name—a shuttle-cock to be played with between political parties. The intention of the framers of the Treaties has been interpreted according to the political exigencies of the party in power; accordingly we find that in 1868, with a Conservative Government in power, Sir Rutherford Alcock, the then British Minister in Peking, addresses the Foreign Office to this effect:—"China has, in consideration of a fixed payment

of maritime and transit dues, forgone all further right of taxation on whatever can be shown to constitute foreign trade," and he goes on to point out the absurdity of the supposition that the provincial governments have any right to surcharge the duties agreed upon; again, in the same month, he writes to the Tsungli Yamen that: "The likin constitutes a violation of Treaty rights" and that "a British Minister can have no discretionary power in protesting against it as a violation of Treaty." Yet in 1870 (consult Gladstone) we find Sir Rutherford, in replying to the Shanghai General Chamber of Commerce, expressing his surprise that the Chamber should "persistently maintain an interpretation distinctly and authoritatively repudiated by the only competent authorities in such a matter," and he complains that the merchants should "reiterate a fallacy, and insist upon an interpretation which rests upon no better foundation than their own opinion against all evidence and authority." Can absurdity go further? This remarkable change in front was no doubt caused by the opinion given by "My Lords of the Committee of the Privy Council" in May 1869, that "when once goods have passed out of his [i.e., the British merchant's] hands, they must take their chance in common with native goods, and bear whatever impositions the rapacity and necessities of Chinese administration may inflict!" Shade of Lord Elgin! was that what he meant by his Treaty; was that what we went to war for? Again (I think in 1870) the British trader in China was informed by Lord Clarendon that it was the policy of the British Government to limit points of connection with the Chinese to the most restricted area; truly an encouragement to British enterprise! It may be as well to repeat here what was Lord Elgin's intention in framing his Treaty of 1850; we have it clearly expressed in his despatch to the Foreign Office of 8th November, 1858, in which, in writing of the newly arranged transit dues, he defines them as "a sum in name of transit duty which will free goods whether of export or import to pass between port of shipment or entry to or from any part of China, without further charge of toll, octroi, or tax of any description whatsoever;" further in the same despatch he writes "I have always thought that the remedy" [against arbitrary inland taxation] "was to be sought in the substitution of one fixed payment for the present irregular levies." But I am putting the cart before the horse; what is the wording of the Treaty itself? Clause XXVIII lays down that after payment of the "single charge . . . a certificate shall be issued which shall exempt the goods from all further inland charges whatsoever." It is on the plain working of this clause of the Tientsin treaty that we merchants in Shanghai have consistently fought, and as to how strongly we have fought I would refer those who are interested in the matter to the correspondence between Sir Rutherford Alcock and the Shanghai General Chamber of Commerce at the time of the Convention of 1869; despite snubs received from the Minister in Peking and from the Government at home, we maintained our protest against Sir Rutherford's Convention as giving away rights secured by previous treaties, and in this view we were backed by practically every Chamber of Commerce in Great Britain interested in the China trade; in consequence the Convention was never ratified.

Is it to be wondered at that after this "painful experience of thwarted efforts," merchants in China were inclined to let things slide, and to move on Mr. Brennan's "line of least resistance?" Accordingly it appears that we went sliding along until 1876, when we received another "painful experience" in the shape of the "Chefoo Convention" which was "done in Chefoo" in September of that year, the joke in Shanghai being that Sir Thomas Wade was "done" at the same time. Section III (1) of the Convention proposed to give away practically the whole question of likin; it magnanimously freed our merchandise from likin so long as that merchandise remained within the limit of our "so-called Concessions," thereby implying that likin was a legal impost outside the Concessions. The contention of foreign merchants always has been, and is, that by the Treaty of Nanking, expressly confirmed by the Treaty

of Tientsin, foreign merchandise is not liable to any greater internal taxation than existed at the time when that Treaty was made, and we know that the likin tax did not exist then; consequently it is an illegal tax. The Clause in the Convention was strongly objected to, and it was reserved "for consideration at a later date;" it was in fact virtually abrogated by the "additional article" to the Convention signed in 1885. Yet at this very time the Chinese are claiming that, under the Chefoo Convention, they can limit the trading rights of foreigners at the new ports opened by the Shimonoseki Treaty to the settlements which have been set apart for foreign occupation; that in fact trade with the cities themselves is not permitted except under payment of likin and of such other rapacious charges as the "necessities of Chinese administration may inflict;" yet the wording of the Treaty, in common with the wording of previous Treaties, is that the ports and cities named shall be opened to foreign trade. It is understood that this pretension of the Chinese is being strongly opposed in Peking, and it may be hoped that it will not form another addition to our "long and painful experience."

The foregoing, I think, demonstrates clearly enough why we have accepted a "condition of stagnation in China as in the nature of things;" why, in the absence of governmental support, we have ceased to kick against the pricks, and have considered our time better employed in taking advantage of such trading opportunities as remain open to us. At the risk of having the fable of Hercules and the waggoner thrown at me, I maintain that any apparent want of enterprise has not been on the part of the British merchant but that his stagnation in China is the natural outcome of a vacillating and weak policy in London, of which the Chinese have been astute enough to take advantage in the direction of denying Treaty rights which were gained for the world at large by the expenditure of British blood and money. Why is it, I would ask, that the spare cash of the foreign communities in China has been diverted from the country? Why is it that we have wasted our hard-earned savings on such ventures as Arizonas, Colorados, Selangors, Peraks, Sheridans, Imuris, and many more wild-cat schemes? Why, in fact, does our money go (and never come back!) to develop the resources of these outside countries? The answer is perfectly plain, namely, that no opportunity is allowed us of honest enterprise in the country in which we live. We did not come out here for the benefit of our health, nor to waste our time in academic discussion with a careless Government as to the interpretation of Treaties; we came as business men to employ our money and enterprise on business lines; for many years we fought for what we considered, and still consider, to be our rights; but, without support from our government we have been beaten in an unequal struggle, and have therefore elected to follow what Mr. Brennan describes as the "line of least resistance." What, outside the restricted area of our operations, is offered us in China for legitimate speculation? Every one of us knows of the undeveloped wealth which lies at our doors; scheme after scheme has been put before us by Chinese officials on terms of "heads I win, tails you lose." No, we prefer the shadowy security of enterprises in countries of which we know nothing. What were we told the other day? The Taotai of Shanghai informed us that partnerships between foreigners and natives were not recognised by Treaty, and he refused to take up a case enforcing claims on Chinese shareholders in a British Company, despite the fact that these same Chinese had signed special documents binding them to their liability; before the foreign merchants in China embark their money in what they know to be the boundless resources of the country, they want some better security than that of the word of Chinese officials, whose chicanery needs no demonstration. One word more in reply to any charge of want of enterprise in Shanghai; what happened on the signing of the Shimonoseki Treaty? Immediately there sprang up in Shanghai four large cotton mills, and other industrial works, involving a capital of fully four million taels, raised almost entirely in China; a considerable

amount of this money was subscribed by Chinese traders, affording convincing proof that both foreigners in China, as well as the Chinese trading classes themselves, have no lack of enterprise provided that their business instincts tell them that the security is good enough; but no such security can be found in Chinese officialdom.

It would seem that the necessities of the Chinese Government must shortly sweep away the accepted "stagnation," to which Mr. Brennan alludes; to all appearance we are on the eve of vast changes in the relations between China and Western civilisation, and it is surely impossible that we British, after our "long and painful experience" in the country, after the millions we have spent, and the blood that we have shed, can accept any other position than that of *nulli secundus*, and to maintain that position we only require a firm policy in London, the rest we have got in Peking and in British enterprise.—C. J. DUDGEON in *N. C. Daily News*.

THE UNITED STATES DIFFERENTIAL TARIFF.

The General Agent of the Canadian Pacific Company has received telegraphic advice that the United States Government has decided that the additional or discriminating duty of 10 per cent. which it was feared would be imposed under Section No. 22 of the new Customs Tariff will not apply to shipments from China and Japan by the Canadian Pacific Railway Company.

Section No. 22 reads as follows:—

"That a discriminating duty of ten per cent. ad valorem, in addition to the duties imposed by law, shall be levied, collected, and paid on all goods, wares, or merchandise, which shall be imported in vessels not of the United States, or which being the production or manufacture of any foreign country not contiguous to the United States, shall come into the United States from such contiguous country; but this discriminating duty shall not apply to goods, wares, or merchandise which shall be imported in vessels not of the United States entitled at time of such importation by treaty or convention to be entered in the ports of the United States on payment of the same duties as shall then be payable on goods, wares, and merchandise imported in vessels of the United States, nor to such foreign products or manufactures as shall be imported from such contiguous countries in the usual course of strictly retail trade."

THE HONGKONG POLICE FORCE.

The Hongkong correspondent of the *N. C. Daily News* writes:—

I note that an officer of the Royal Irish Constabulary (District Inspector Howe) has been seconded for duty here, to reorganise the Police Force. I understand that he has only been lent for a year, and that it is not in contemplation to appoint any new officers over the heads of those now in the Force. What, then, is Inspector Howe coming out to effect? No doubt he can give the Force some valuable advice and perhaps render it more efficient. But he certainly cannot by reorganisation rid it of the suspicion of corruption lately engendered. If any permanent good is done to the Force the Chinese element in it must be expunged. Every official whose opinion was ever worth having connected with the Police—except perhaps Capt.-Supt. Deane—has declared that the lukongs are as a body corrupt, as a body utterly worthless in an emergency, and of very limited utility in minor matters, such as preserving order and regulating traffic in the streets. The late Mr. Charles May was very decided in his views on this subject, and no Hongkong official has ever had a better appreciation of the Chinese as policemen. He himself came here direct from Scotland Yard, and during a long residence in the Colony acquired a most accurate knowledge of Chinese character. The late Dr. Stewart was also strongly opposed to the Chinese being employed as police. Mr. Horspool, late Deputy Supt., who has retired on pension, held most pronounced views on the subject. He would have restricted the employ-

ment of Chinese in the Force to the detective branch, in which they are a necessity. But he would have liked to gradually replace all lukongs by Sikhs or Indians, who he declared were worth double as much as policemen and cost little more. Some years back a fine opportunity to commence this process occurred. About sixty lukongs were dismissed for receiving bribes from gambling houses. But Captain Deane, or the Government, with characteristic fauity, filled their places with sixty other Chinese who probably were within a couple of months in receipt of similar comfortable retaining fees.

There is another side to this question which perhaps the Government has not taken into consideration, yet it is one that should receive grave attention at the hands of the Colonial and War Offices. With the present slender garrison of this colony it is most essential that all the troops should be at liberty to act against any possible invader: they should not be embarrassed by a possible riotous outbreak in the slums of Taipingshan. To this end the Police should be able to cope with any such outbreak, and even perhaps be able to lend assistance with the Volunteers in defending some portion of the island. But while the Force is half Chinese how is this possible? I say therefore make the Force semi-military and wholly effective by disbanding the Chinese contingent, and filling their places with Europeans and Indians. The chances of corruption would then be reduced to the minimum, and we should have a fine body of men not only to preserve order but also capable of assisting the garrison at a pinch. I hope the Government will grasp their nettle boldly, and not lay up further trouble by a resort to half measures.

THE RAILWAY QUESTION IN THE NORTH.

It will be remembered that the Tientsin-Shanhai railway, which had been first placed under the control of Sheng Taotai, has lately been handed over into the charge of Hu Chufu, the Governor of Peking, together with the Peking-Tientsin line. According to reports in Peking official circles forwarded to us by our correspondent at the capital, the reason for the step is this: the Tientsin-Shanhai railway is destined to be extended to Kinchow, Moukden and Kirin and finally to connect with the Russian Trans-Siberian railway, and such an undertaking demands the attention of an exclusive directing manager, while Sheng Taotai has to construct the Lu-Han railway and attend to multifarious other projects of an important character in Mid China. With Sheng Taotai in Hankow, it is felt at Peking that it would be most difficult to control him in his direction of a great work in the North, and the construction of the extensive railway beyond Shanhaiwan would necessarily thereby be impeded. This argument was suggested by the Special Russian Ambassador, Prince Ouktomsky, while he was in Peking, and was assented to by the Tsungli Yamen which considered the argument to be fair and reasonable. Hence the charge which was made with Sheng's full concurrence.—*China Gazette*.

THE CHINESE EASTERN RAILWAY.

According to a letter received from a correspondent at Kirin a telegram had been received by the Governor-General from Vladivostok under date of the 1st instant, advising that the construction of the Chinese Eastern Railway, section 761, was officially commenced on the 28th of August in Chinese territory near Poltava, to the westward of Vladivostok, in the presence of the Russian Governor-General Soubatasch and Chinese Mandarin Tai, and other Russian and Chinese officials. According to the latest plans the railway will not touch Kirin, as apparently it is not the object of the Russians to open up Manchuria, but to find a convenient terminus for their line. The name given to the line—the Chinese Eastern Railway—means nothing at all, and to all intents and purposes it is the Russian Manchuria Railway, and will probably be generally known by that denomination.—*N. C. Daily News*.

THE EMPRESS DOWAGER AND HER BIRTHDAY CELEBRATION.

It is rumoured amongst the local mandarins that the Empress Dowager has refused to accept the Emperor's proposition for a grand celebration of the anniversary of Her Majesty's 63rd birthday this year, which would cost, including the special decorations along a portion of the route between Peking and Eho Park, Her Majesty's favourite residence, over half-a-million taels, as previously noted in these columns. Her Majesty's objection is the very reasonable one that the country cannot afford such extravagance in the face of being compelled to borrow money from abroad, and that celebrations of this nature should take place only when the Empire is in a state of both prosperity and peace, and there is also a surplus in the Treasury. But owing to the importunities of the Emperor her Majesty has been compelled to allow a partial decoration of Eho Park in honour of the event next November, and her Majesty has also made it a *sine qua non* that she must first be made acquainted with what is intended to be done before anything is actually settled. The local mandarins are filled with admiration at her Majesty's self-denial for the sake of the country, and say that this will make her more popular than ever when the story gets abroad amongst the masses.—*N. C. Daily News*.

THE HARDSHIP OF CHINESE EXAMINATIONS.

Despatches received from Canton report that at the recent provincial examinations in that city for the *chujen* degree over 13,000 candidates competed for the 109 M.A. diplomas within the gift of the examiners. Owing to the great heat prevalent at the time 1,763 candidates were incapacitated from going on with their examinations on the third day. Apropos of the examinations, a despatch received from Hangchow reports that of the 9,000 and more candidates in that city, the great heat on the 9th inst. followed by rain in the evening which chilled the thinly-clad students to the bone in their flimsily-boarded stalls, was the cause of the death of 27 youths on the following day, while during that day (the 10th) the government doctors deputed to do duty at the examination halls were constantly employed in prescribing for 3,000 ailing students. On this occasion alone, there were 164 candidates who were unable to hand in full papers owing to choleraic attacks. It is also feared by the authorities that the germs of disease carried by the many thousands of candidates to their homes, after the examinations, will be the means of causing an epidemic in Chèkiang province this autumn.—*N. C. Daily News*.

LABUAN.

COAL AND SHIPPING.

Advices from Labuan in the *British North Borneo Herald* report trade in coal to have been so brisk there last month that stocks ran low. July was a good month as regards shipping as a total of 25 steamers of 26,127 tons register were entered for the month. This included eleven ocean-going steamers which took between them over 5,000 tons of Labuan coal. The Natal line of steamers are opening up a direct line between Foochow and South Africa (via Labuan for coal) by running their steamers *Pongola* and *Congella* four times a year. These two vessels met at Labuan on the 1st instant going opposite ways. The number of oceangoing steamers calling at Labuan for coal has steadily increased, as the shipping returns show; 35 such vessels entered this year to date, which compares favourably with the total of 33 for the whole of 1896. It is hoped that the new Singapore Agents of the N.C.B. Co., and their Acting Manager at Labuan, have noted the lack of men employed in working the mines and the coaling of ships, and that labour of some kind (Japanese by preference) may be imported so as to increase the output of coal and give ships quick despatch.

Dr. Taylor Grant, lately Municipal Health Officer at Shanghai, is a passenger homewards by the M. M. steamer *Laos*.

FRANCE AND SIAM.

CHANTABOON TO BE EVACUATED.

The Queen Regent of Siam, says the *Siam Press*, received an important telegram from the King of Siam, immediately after the latter's visit to Russia. This message brought word that the Siamese mission had completely succeeded at the Russian Court, and that the Czar and his Foreign Minister would use their good offices in arranging some of the difficulties between France and Siam. The King's telegram to the Queen states that he has good reason to believe that Chantaboon will be soon evacuated by French forces, owing to the friendly representations of the Czar. The telegram then goes on to add that Russian influence will settle the disputed question of French protection over Levantines—Greeks, Turks, and Arabs. The Swiss also come under this category. The Siamese Government insist that people of these nationalities fall under Siamese jurisdiction, and have no right to the French protection they have hitherto claimed.

ELECTRIC LIGHTING IN HUNAN.

Hunan has got so far forward in her adoption of western civilisation that her provincial capital of Ch'angsha can now boast of an Electric Light, Company. Incandescent lights are used all over the offices of the Company and the residences of the directors and higher officers, while in addition to a large 2,000 candle power light, called by the natives "a'moon," at the gates of the Governor's yamen, the greater portion of the yamen itself is also lighted now with incandescent lamps. The company is also prepared to light up any house or shops in Ch'angsha, and a notification to that effect has been published giving prices as follow:—

Per lamp per night.	
No. 1 grade electric lamp—500 cash	
No. 2 " " " "	32 "
No. 3 " " " "	30 "
No. 4 " " " "	28 "
No. 5 " " " "	25 "

That is to say, there will be five descriptions of lamps, and the above charges are made for lamps that are lighted from sundown to the second watch of the night (about 10 o'clock). Lamps used all night are to be charged double the above prices.

The hitherto exclusive province of Hunan is proving far more progressive than even those provinces of the empire where Western improvements have been in favour for some years past. We noted in our yesterday's issue that the electric light had been established at Ch'angsha, but we now learn that the halls for the examination for the M.A. degree now going on there are lighted by electricity, which is an adoption of Western inventions to an extent not yet attained by any other province in the empire.—*N. C. Daily News*.

MACAO.

[FROM OUR CORRESPONDENT.]

Macao, 24th September, By order of the Government, Sergeant Mattos has been sent to Shanghai to bring down a man named V. B. de Souza, who has been charged with the embezzlement of Tls. 10,000 in Messrs. Reiss & Co's office. It is said that Mr. A. J. Bastos, advocate, has been engaged by the firm for the prosecution, but I believe the case will be taken up by the Attorney-General, as the crime is considered a public one and therefore the Crown must prosecute.

The lottery of the Santa Casa da Misericordia has been farmed out to a syndicate, and the bulk of the profits, I fear, will go to the farmers. Has this system been adopted for quite disinterested motives, and would it not be better for the Santa Casa to run the affair itself? It is said that the tickets are to be sold at \$3 each.

Invitations have been issued by H.E. the Governor for a soiree at Government House on the 28th proximo to celebrate the fête day of Their Majesties the King and Queen of Portugal, and orders have been given for the illumination of the Praya Grande. Last year, under the regime of Mr. Tello, the late Colonial Secretary, the day was celebrated in a very dull and quiet way and not at all in the manner of former years.

HONGKONG.

The sun has been intensely powerful the past few days and doubtless everyone will be glad when cooler weather sets in. There has been very little doing in the colony in the way of important news during the week under review. A petition is being signed for presentation praying the Government to discontinue its policy of erecting solid stone piers in favour of open steel piers. The petition points out the superiority of open steel piers over the solid piers of masonry. The latter act as breakwaters and tend to increase the siltage, to say nothing of the great inconvenience to which the public have to submit in windy weather owing to the water breaking over the piers and rendering landing either dangerous or impossible. The fourth gymkhana meeting of the season was held on Saturday and proved a success.

There were 2,095 visitors to the City Hall Museum last week, of whom 203 were Europeans.

H. E. the Governor has given his assent, in the name and on behalf of the Queen, to the Supplementary Appropriation Ordinance for 1896 and the Infected Milk Ordinance.

The hon. treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Ho Ngok Lan, \$50.

A European constable stationed at No. 5 Police Station was recently attacked with enteric fever. It is supposed his illness was caused by drinking milk brought from a Chinese dairy. He is a patient in the Government Civil Hospital.

We regret to learn of the death from small-pox of Lieutenant Dawson, R.A., which occurred in the Kennedytown Hospital on Monday afternoon. The deceased had been ill only a few days. His early death will be sincerely regretted by a large circle of friends.

The new double-ended ferry launch *Guiding Star* had another trial trip on 22nd Sept. in order to test the new propellers she has received since the first trial trip. The trial gave every satisfaction. The new launch will be put on the regular service in about a week's time.

At the Police Court on 24th Sept. two Hongham bone boilers were each fined \$10 for creating a nuisance. Sanitary Inspector Macdonald proved the case and said the defendants had created a very great nuisance in Hongham by not complying with the by-laws dealing with the trade.

The case of the two women who jumped into the harbour with a boy ten years of age was again before the Magistrate on 22nd Sept. His Worship bound the women over in their own recognizances of \$10 to be of good behaviour and directed them to be taken to the Po Leung Kuk Society's home. The boy was discharged.

It is notified in the *Gazette* that the following Ordinances have been approved by Her Majesty, namely, An Ordinance to consolidate and amend the Laws relating to the Protection of Women and Girls and An Ordinance to authorise the Appropriation of a further Supplementary sum of \$900 to defray the charges of the year 1895.

Overheard in the Tram:—Eminent Official (reading in the morning paper the petition re steel wharves)—“What nonsense this is about the waves breaking over the new Murray Pier! A couple of dollars' worth of oil would settle that.” Cute Shipping Man—“Yes, but how are you to get at the waves to put the oil on?” Collapse of Eminent Official.

On Sunday the bronze statue of Count Senna Fernandes was erected in Macao. It is life size and stands on a handsome granite pedestal with inscriptions in Portuguese and Chinese. As already stated by our Macao correspondent, the statue was subscribed for by the Chinese merchants of Macao. Several acres of ground round the statue have been acquired, and are to be laid out as a garden and enclosed by an ornamental iron railing. We understand that the unveiling will not take place for some weeks yet. Owing to the great weight of the pedestal considerable difficulty was experienced in regard to transport and erecting, but these have now been successfully overcome by Messrs. Brown, Jones & Co., of Hongkong, who supplied the stone work. The statue, which appears to be an exceptionally fine work of art, was designed from a number of different photographs and cast by one of the first firms in Italy.

The *Shanghai Mercury* says:—The Rev. Father Beaublat, assistant at the Procure des Missions Etrangères, Shanghai, is to leave here for Hongkong to take charge of the Mission's Sanitarium. Father Beaublat's departure will be as keenly regretted by his many friends beyond the pale of the Church as by those who have been accustomed to receive his priestly ministrations.

Two shipping cases were before the Magistrate on 25th Sept. In the first six Lascar firemen on the steamship *Mogul* refused to obey the orders of Captain Wright, and they were sent to gaol for fourteen days. In the second case an Arab seaman employed on the British ship *Fannie Scholfield* was charged with disobeying orders. The prisoner, who said the quality of his rations was very bad, was sent to gaol for one month.

The inquest on the body of a coolie who was killed at Kowloon owing to a landslide which occurred during the digging of a trench was concluded on 24th Sept. Mr. Hazeland, of the Public Works Department, said he did not think anyone ought to be blamed for the occurrence, because if rain had not fallen it was probable the bank of earth would have stood firm. His Worship returned a verdict of accidental death and expressed the opinion that no blame could be attached to anybody.

Telegraphic intelligence was received from England on 22nd Sept. of the death of Mr. Edmund Sharp, formerly Crown Solicitor of Hongkong. Mr. Sharp arrived in the colony in 1863 to establish himself in practice, and in 1871 he was appointed Crown Solicitor on the death of Mr. F. I. Hazeland, the previous incumbent of the office. Mr. Sharp retained an interest in his firm, now Johnson, Stokes, and Master, until 1890, but had practically retired a year or two earlier. During his residence here the deceased gentleman enjoyed a lucrative practice and having also been fortunate in his investments he was reputed on his retirement to be possessed of considerable wealth. He married a second time a few years ago and leaves a widow and one child.

A Chinese carpenter employed on the *Heung-shan* had a curious experience which he related to the Hon. H.E. Wodehouse at the Police Court on the 24th Sept. He was unfastening some windows with a long screw driver when the comrade of the boat thought he was going to strike him with it. By some means which the carpenter could not explain the screw driver did hit the comrade on the head, causing much blood to flow. That, at any rate, was the excuse put forward by the carpenter when charged at the Police Court with assault. The comrade's story was somewhat different and in all likelihood more reliable. He was turning away a boy from the ship when the carpenter deliberately struck prosecutor on the head and chest with the screw driver, inflicting a severe wound on the head. The Magistrate thought this story was more probable than the one with an element of mystery in it and therefore fined the carpenter \$10.

The annual meeting of the members of St. Andrew's Society was held at the City Hall on 24th Sept. Hon. J. H. Stewart Lockhart presided and in moving the adoption of the report and statement of accounts called attention to the present satisfactory position of the Society. The last ball was a success, but it was accompanied by its invariable concomitant, a deficit. It seemed almost impossible to hold a Scotch ball in Hongkong without having a deficit. This was perhaps due to the lack of enthusiasm at the beginning and he trusted that in future members would lighten the burden of the indefatigable hon. Secretary, Mr. Wood, by showing more enthusiasm. The motion was seconded by Mr. Fullerton Henderson and carried. The Hon. J. J. Bell Irving was elected President for the ensuing year and the following officers were appointed.—Mr. G. C. Anderson, Vice President; Mr. D. R. Crawford, Hon. Treasurer; Mr. David Wood, Hon. Secretary. The following were elected on the Committee:—Major-General Black, Hon T. H. Whitehead, Messrs. MacEwen, Bain, and Forbes. It was unanimously resolved to celebrate next St. Andrew's Day by a ball.

British dollars are being counterfeited in Singapore and sent to Hongkong for circulation. That is the report current here, and it is hoped that shopkeepers and people generally will take warning and be on their guard against “smashers.” One shopkeeper in Queen's Road East has already caught one man, who appeared before the Magistrate on Monday. The prisoner went into the shop and after some bargaining agreed to purchase a tin of milk for 25 cents. He produced what looked like a good British dollar, but on being tested it was found to be spurious, and he was thereupon given into custody. He was sent to gaol for three months' with hard labour.

Two ricksha coolies had a little battle to themselves early on the morning of the 23rd September. One of them brought his vehicle along Queen's Road and created a great noise. The other feared the inhabitants of the immediate district would be disturbed in their slumbers and told the noisy one to be less boisterous. This gentle remonstrance irritated the obnoxious coolie, who attacked the other with a lump of wood, inflicting very severe injuries on the head. The assailant was locked up and the victim was taken to the hospital. He appeared in the witness box yesterday morning with his head enclosed in a multitude of bandages, which seemed to weigh him down, for he could not keep up his head. The prisoner was fined \$10 and also bound over to keep the peace for six months.

At the Magistracy on 25th Sept. Hon. H.E. Wodehouse heard a charge of embezzlement preferred against Lee Kun, a clerk in the Dairy Farm Company, Limited. The allegation was that the prisoner had sold three bottles of separated milk on the 23rd inst. and six bottles on the 24th inst., and that he had failed to enter the sales, thereby defrauding the company of altogether 45 cents. According to the evidence given by Mr. W. H. Potts, the Secretary, and Dr. Noble, director of the Company, there has of late been a considerable difference between the quantity of milk handed out for distribution and the quantity accounted for as sold, as many as 1,600 bottles having been lost during this month. Suspicion fell upon the prisoner, whose duty was to enter on a slip of paper all sales by him and then to transfer the account into a book, paying the whole of the money over at stated times. The Captain Superintendent of Police was communicated with and a milk dealer who bought three bottles of separated milk from the prisoner on the 23rd inst. was requested to attend the office. The prisoner's slip was examined and it was seen that he had not entered the sale. He was thereupon arrested for embezzlement of 15 cents, the value of the milk. While this charge was being made against him at the Police Station Mr. Walker, the manager, preferred a second charge of embezzling 30 cents, the value of six bottles which the prisoner had sold on the 24th inst. and had failed to enter on his slip of paper. In regard to the three bottles the prisoner's explanation was that on reckoning up the day's sales, he found he was 15 cents over the amount recorded on the slip of paper. He thought he must have sold two bottles of milk at 8 cents a bottle and failed to enter the sale, and he therefore put one cent of his own money to the 15 cents to make up the amount, which he would have paid over in the ordinary course. He remembered having sold the six bottles and admitted having failed to make a note of the sale. But the slip of paper was only a memorandum and if in the evening he found he had cash over the amount recorded on the slip of paper he always entered it in the book as so much surplus fresh milk sold. He had not handed over any of the money and therefore there was no proof that he had been guilty of embezzlement. Dr. Noble, in answer to the Magistrate, said that if this explanation was improbable he could not prove it was false because the prisoner had not handed over the money, but it seemed very curious that the same thing occurred on two days in connection with the same buyer. When asked if he had sold any separated milk on the 23rd the prisoner replied “No. If such milk had been sold it would be recorded on the slip of paper.” His Worship said there were one or two points which he wished to consider and he therefore adjourned the case.

MISCELLANEOUS.

A duplicate line is to be added to the Peking-Tientsin Railway, extending for the present from Luchiao to Maotsungpu, the construction of which will shortly be taken in hand. The rails have already been ordered from England. So says a native despatch.—*China Gazette*.

The native Committee in charge of the building of the Chinese Water Works Company, outside the East gate of the native city at Shanghai, have, we learn from the *N. C. Daily News*, issued a notice calling for tenders for the building of the engine-house, etc., which shows that the scheme is already well advanced. Mr. Brennan Atkinson, who drew the plans and specifications of the proposed works, will also superintend their construction.

Penang (says the *Penang Gazette*) is to have no detachment of European troops after that of the Rifle Brigade has been withdrawn on the 3rd of January next. Our contemporary urges that the Government should raise Asiatic soldiers to replace the garrison. In its opinion, a police force, armed or unarmed, will not meet the requirements of the Settlement any more than a similar body of men would afford sufficient protection in the Native States.

The Shanghai Mixed Court magistrate, Mr. Weng, gave a dinner at his *yamen* to the compradores of all the principal hong in the Settlements on Saturday afternoon, 18th September. It was ostensibly a "social function," but, says the *N. C. Daily News*, there is evidently something in the wind which will become apparent in the near future, such a dinner never yet having been given by mandarins to the merchant classes without there being a certain object in view.

A Ch'angsha letter states that the Salt Intendant-designate of Hunan, H. E. Huang Chun-hsien, has received instructions to be acting Provincial Judge *ad interim* during the absence of the substantive Judge, H. E. Li Chin-hsi, in Peking. The acting Judge is the same person who was known in Singapore two or three years ago as Wong Kung-doo, the Chinese Consul-General there, and who seemed not to be a *persona grata* to Great Britain and Germany when it was intended to send him as Minister to either one of those places last year. Huang Taotai is master of a pretty fair English education and has had his views considerably broadened by travels in Europe. Officially speaking he is, therefore, doing much better than the gentlemen who superseded him at the European Courts, and he has a chance of rising much more rapidly in the near future than Lo Feng-lo in England, or Lü Hai-huan in Germany. His appointment to the acting Judgeship of Hunan is also another indication of the liberal and enlightened policy of H. E. Ch'en Pao-chen, the present Governor of Hunan.—*N. C. Daily News*.

When the *Awei-lee* was here last week, writes the Ichang correspondent of the *N. C. Daily News* under date of 10th September, a sad accident occurred, which occasioned the death of the third engineer of that steamer, Mr. J. W. Caldwell. On Thursday evening (2nd inst.), the deceased had been on shore, and was returning to his ship about 11 o'clock. As there was no sampan at hand, he and a companion, one of the engineers of the *Shasi*, proposed to go on to a cargo boat which was moored not far from the bank, and wait till one could be got. As the night was very dark and only a single plank was available, his companion warned Caldwell to be very careful and went on first himself. On reaching the cargo boat he turned round, but Caldwell had disappeared. The night was too dark to see anything and some few minutes elapsed before lights could be procured. Careful search was made both at the place and for some miles down the bank in case the body had been taken down by the current, but in vain. It seems, however, as if he had been caught among the ropes mooring the junks about, or in some other way, as the body came to the surface on Sunday near the Customs' pontoon. An inquest was held on Monday morning by the Consul and a jury, when a verdict of "accidentally drowned" was returned. A short funeral service was afterwards conducted by the Rev. Mr. Kearney, and the body buried in the new cemetery. The deceased was a young man of four or five and twenty, and was a native of Paisley, where his parents still reside.

Gold quartz has been found in Hupeh province, according to a telegram received at Shanghai from Hankow. The place is called Ch'ashan, in the district of Tsaitien, and a syndicate is in course of formation to work the vein. Permission has also been obtained from Viceroy Chang by the promoters of the scheme, who chiefly consist of the gentry of Tsaitien, to engage a foreign engineer to superintend the works which are to be erected at the mines.

It is reported, says the *N. C. Daily News*, that the local mandarins will hand over control of the new Chinese bund, outside the east gate of the native city, within a month from now to the Viceroy's newly-appointed Superintendent of Roads, Colonel Tchong Ki-tong, and that the new Superintendent has obtained the Viceroy Liu's consent to the appointment of a foreign inspector of police to look after the bund. A steam roller for use on the road has been ordered from abroad.

The *N. C. Daily News* says:—Nobody, we presume, imagines that the recent "judgment" of the Chinese Court upon the Bennertz claim will be allowed to stand, but the delays which the diplomatic negotiations necessarily impose are inflicting a deeper and more personal injury upon the principal plaintiff than he has hitherto experienced. On excellent authority we understand that Mr. Bennertz is lying very seriously ill, and the effect of the action of the Chinese authorities has been to almost entirely stop his credit. Meanwhile the British Consular officials have done all that can be done till Sir N. J. Hannen returns. The case is so obviously one of right and justice against Chinese duplicity and dilatoriness, that stern measures would be amply warranted to bring the officials to book. It is pretty obvious that British policy in such a case would have been in the old days; we trust that though the mill may now move slowly it will grind just as effectively.

The *Singapore Free Press* of the 18th September says:—H.M.S. *Iphigenia* is to leave Singapore, on Wednesday, to present herself on the British North Borneo Coast, in order to see if that will have any effect in aweing Mat Salleh into good behaviour. It is understood that H. E. the Governor was unwilling to send any military police from the Colony or Native States into the jungles of Borneo, as he believes they are very unhealthy. It is not usual in a service to think about healthiness or otherwise when there is a specific job to be done. Otherwise everybody might go into cotton-wadding permanently. We can't quite see the use of sending over the *Iphigenia* if there is to be no authority to land the men. We still think that a party of Malay States Guides, taking overcoats and parangs with them, would do very well, the North Borneo Dyaks helping with cutting tracks where wanted and rigging up camp at night. The transport for Sikhs need not be heavy, but transport for Europeans must be heavy, as they will knock up if not fairly fed; while a Sikh will go along for weeks on chupatties (flour and water) with a daily ration of square-face gin.

The *Japan Mail* of the 15th September says:—An interesting case seems likely to be shortly brought before the British Court in Yokohama. During the typhoon of last Thursday morning, the British steamer *Patroclus*, of the Ocean line, dragged her moorings and in drifting past the Austrian Lloyd Co.'s steamer *Melpomene*, fouled an anchor which was hanging over the bow of that vessel, with the result that the fluke of the anchor knocked a hole in a thin plate above deck, about the break of the *Melpomene's* fore-castle, the *Patroclus* herself having a plate on her stern dented in. Overtures were, we understand, made by the Agents, Messrs. Butterfield and Swire, and Captain Dickens, of the *Patroclus*, for a friendly settlement of damages on a reasonable basis, but were apparently unsatisfactory to the Agents of the *Melpomene*, Messrs. Browne & Co., or to her master, Capt. Martinovich, as a suit has been instituted in H.B.M.'s Court against the *Patroclus* for damages laid at the large sum of \$30,000, and on Monday evening the *Patroclus*, which was to have sailed for home ports at daylight on Tuesday, was arrested by an officer of the Court. Mr. Lowder has been retained for the case by the representatives of the Austrian vessel.

Some time ago the various Masonic bodies of Shanghai subscribed to obtain portraits of the late R. W. District Grand Master J. I. Miller, and of the R. W. Past District Grand Master C. Thorne from home, and these arrived quite recently. They are very excellent likenesses of these two distinguished Masons, being enlarged photographs by the London Stereoscopic Company, coloured and rendered permanent, and depict the two gentlemen in full Masonic regalia. The portraits will form a most valuable addition and ornament to the Masonic Hall. W. Bro. Gratton was chiefly instrumental in procuring these fine portraits, and it must be a great satisfaction to him and the whole Masonic fraternity that his arduous efforts to obtain a "counterfeit presentment" of these prominent Shanghai Masons have been so eminently successful. At the conclusion of the ordinary business of the meeting of the District Grand Lodge on Wednesday night, 22nd September, the R. W. District Grand Master Lewis Moore unveiled the portraits after a few well chosen words, to which R. W. Bro. C. Thorne feelingly replied, his remarks being supplemented by congratulations from representatives of sister Constitutions, R. W. Bro. Geo. Taylor for the Lodge Cosmopolitan, and R. W. Bro. A. W. Danforth, D. D. Grand Master Mass. Constitution.—*N. C. Daily News*.

The Nanking correspondent of the *N. C. Daily News* writes under date of the 23rd September:—A sad accident occurred in the fort on the Mofushan hill, east of the steamer-landing on Tuesday. Gunner Schneitz, who has been the instructor in this fort for more than two years, was attempting to use the large forty-pound cannon in rainy weather as a drill for his men. The electric fuse for some reason held fire and Mr. Schneitz opened the breach to examine the cause. He attempted to rub the end of the shell to brighten it so as to allow the electric current to pass freely, when suddenly the cannon exploded. It is thought that in some way he must have formed a complete circuit for the electric current through his body and thus have set the cannon off. The poor man's body was fearfully mangled, one side being completely torn away and the neck broken by the shock. Dr. Beebe was called by the official in charge, Captain Fung Kuo-sze, and prepared the body for burial. Mr. Schneitz had lived alone on the hill, which is quite a distance from the city, so that he was rarely seen by the residents here. It is not known that he has any living relatives but a friend of his from Chinkiang has been telegraphed for to attend his burial. Mr. Schneitz was a German by birth but had served his time in the American Navy, so that it is not yet known in which country he claimed his nationality.

China is now the only country where silver changes hands in return for large mercantile operations, and China is rapidly beginning to discover to her cost the loss and inconvenience entailed thereby. In fact did China have at hand the machinery for reforming her currency she would long before this have taken the necessary steps. This, and not any affection for the silver standard is the reason she has not hitherto moved, and we may rest assured that the first practical plan will meet with general approbation. Even in China the appreciation of copper cash as exchanged against silver is working a silent revolution, and the revolution is only checked by the deplorable condition into which the copper cash circulation has fallen. Had the copper cash, instead of being a mere token coinage, being exchangeable for anything like its price value affairs would have righted themselves before this. Now the better qualities of cash circulating at less than their intrinsic worth are gradually being drawn out of circulation, and the situation is becoming daily more serious. In fact, between a shrinking revenue and an increasing debt the inevitable is slowly but surely creeping on when China for sheer existence will be compelled to put her finances in order and follow the example of the South and Central American States and Japan, or submit to the less dignified course of having, as in the case of Greece, a foreign control placed over them.—*Shanghai Daily Press*.

The manager of the Hanyang Iron Works has received a telegram from the Coal Mines in the Maonan mountains, Wuchang-fu, Hupeh, to the effect that the mines were on fire and that all measures taken to extinguish the conflagration had failed. As the coals used in the Hanyang Iron Works are supplied from this coal mine, the works are reported to be at a standstill and to be liable to sustain a serious loss.—*China Gazette.*

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98 lbs.	1896-97 lbs.
Canton and Macao	3,587,811	3,864,374
Shanghai and Hankow ...	10,031,783	14,783,294
Foochow	9,480,060	10,062,875
Amoy	435,964	415,267
	23,535,618	29,125,810

EXPORT OF TEA FROM CHINA TO UNITED STATES AND CANADA.

	1897-98 lbs.	1896-97 lbs.
Shanghai	9,915,378	6,541,087
Amoy	8,904,559	8,892,588
Foochow	4,850,230	4,682,561
	23,670,167	20,119,236

EXPORT OF TEA FROM CHINA TO ODESSA.

	1897-98 lbs.	1896-97 lbs.
Shanghai and Hankow ...	19,375,665	22,544,742

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98 lbs.	1896-97 lbs.
Yokohama	18,448,967	15,515,625
Kobe	9,682,782	6,707,867
	28,131,749	22,223,492

SILK.

SHANGHAI, 24th September.—(From Messrs. A. B. Burkill & Sons' Circular).—London wires to 21st inst. quote a firm market with Gold Kilins at 9/1½, and Blue Elephants unchanged. Raw Silk.—We do not hear of any transactions. Yellow Silks.—Only 30 bales Mienchow have changed hands. Arrivals, as per Customs Returns, 16th to 22nd September: 714 bales White Silk, 988 piculs Yellow and 156 piculs Wild Silk. Reels and Filatures.—No business reported. The Export of Steam Filatures to date is as follows:—London 6 bales, Continent 1,687 bales, America 1,759 bales and Japan 4 bales. Waste Silk.—There has been a little more doing this week. We report the following transaction:—600 piculs Szechuen and Kading Frisonnets (whole bales) at Tls. 21 and 22 per picul.

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98 bales.	1896-97 bales.
Shanghai	3,328	365
Canton	4,908	686
Yokohama	3,285	449
	11,521	1,500

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98 bales.	1896-97 bales.
Shanghai	25,489	12,353
Canton	10,468	10,924
Yokohama	2,044	491
	38,001	23,768

CAMPHOR

HONGKONG, 28th September.—Prices during the past week have ruled irregular. Quotations for Formosa are nominally \$48.25 to \$48.50. Sales, 280 piculs.

SUGAR.

HONGKONG, 28th September.—The market shows a slight recovery and prices are a little higher. Quotations are:—
Shokloong, No. 1, White...\$7.27 to 7.30 per pol.
do. „ 2, White... 6.79 to 6.82 „

Shokloong, No. 1, Brown...	\$4.61 to 4.64 per pol.
do. „ 2, Brown...	4.50 to 4.52 „
Swatow, No. 1, White...	7.22 to 7.25 „
do. „ 2, White...	6.72 to 6.74 „
Swatow, No. 1, Brown...	4.51 to 4.54 „
do. „ 2, Brown...	4.44 to 4.46 „
Soochow Sugar Candy	11.08 to 11.11 „
Shokloong „	9.70 to 9.72 „

MISCELLANEOUS EXPORTS.

Per British steamer *Morven*, sailed on the 22nd September. For New York:—1,530 bales broken cassia, 1,500 bales cassia lignea, 653 packages merchandise, 382 packages fire crackers, 150 cases cassia, 175 cases preserves, 110 cases essential oil, 100 cases staraniseed, 53 casks preserves, 12 bales galangal, 14 packages matting, and 5 casks ginger.

Per P. & O. steamer *Rohilla*, sailed on the 23rd September. For Antwerp:—23 packages rattan and 1 package mats. For London:—186 boxes tea (4,476 lbs. congou), 10 bales raw silk, 1 case silk piece goods, 1 case cigars, 2 cases sundries. For Manchester:—100 bales waste silk. For London and/or Liverpool:—25 bales cocoons. For Gibraltar:—60 bales leaf tobacco from Manila, and 3 cases curios. For France:—635 bales raw silk, 4 cases silk piece goods and 1 case curios. For Milan:—20 bales raw silk. For Malta:—3 cases curios.

Per British steamer *Ningchow*, sailed on the 23rd September:—For London:—1,770 boxes scented caper, 1,875 cases preserves, 265 cases chinaware, 225 casks ginger, 100 casks soy, 79 cases blackwoodware, 34 packages canes, 20 bales broken cassia, 20 cases essential oil, 10 cases cassia oil and 1 case bird feathers. For Glasgow:—4 cases curios and 2 cases screen. For Aberdeen:—1 case curios. For London and or Antwerp and or Hamburg:—70 cases bristles. For Hamburg:—20 cases broken cassia. For Milan:—100 bales waste silk. For Basle:—200 bales pierced cocoons. From Manila for London:—500 bales hemp.

OPIUM.

HONGKONG, 28th September.—Bengal.—After advancing to \$730, the market has dropped to \$725 for both New Patna and New Benares.

Malwa.—A steady though rather small business has passed in this drug during the interval. Current quotations are as under:—

New (this yr's) \$880 with all'ance of 10 tlas. to 3 cts.
„ (last „) \$900 „ 1½ cts. to 2 „
Old (2/5 „) \$920 „ 0 „ to 1½ „
„ (6/9 „) \$950 „ ½ „ to 2½ „

Persian.—Sales have been rather meagre. Latest figures are \$500 to \$680 for Oily, and \$550 to \$720 for Paper-wrapped drug according to quality.

To-day's stocks are estimated as under:—
New Patna.1,650 chests.
New Benares 800 || Ma'wa | 240 |
| Persian | 500 |

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1897.	\$	\$	\$	\$	\$	\$
Sept. 23	730	—	727½	—	880/900	920/950
Sept. 24	730	—	727½	—	880/900	920/950
Sept. 25	725	—	725	—	880/900	920/950
Sept. 26	725	—	725	—	880/900	920/950
Sept. 27	725	—	725	—	880/900	920/950

RICE.

HONGKONG, 28th September.—Prices of Siam White and Fine Cargo continue to advance, but other descriptions are declining. Quotations are:—

Saigon, Ordinary	\$2.62 to 2.65
„ Round, good quality	2.77 to 2.80
„ Long	2.91 to 2.94
Siam, Field, mill cleaned, No. 2 ...	2.67 to 2.70
„ Garden, „ No. 1 ...	2.93 to 2.93
„ White	4.05 to 4.10
„ Fine Cargo	4.24 to 4.28

COALS.

HONGKONG, 28th September.—Market strong: sale of 15,000 tons Japanese at \$8.75 and \$10.00 per ton to arrive. Quotations are:—
Cardiff \$16.50 to 17.00 ex ship. |

Australian... {	\$9.00 small.
	11.00 lump.
Milke Lump...	10.00 to 11.00 ex ship, nominal
Milke Small...	9.00 to 10.00 none offering
Moji Lump ...	8.00 to 9.50 ex ship, steady

MISCELLANEOUS IMPORTS.

HONGKONG, 28th September.—Amongst the sales reported are the following:—

YARN AND PIECE GOODS:—*Bombay Yarn.*—25 bales No. 6 at \$83, 405 bales No. 10 at \$89.50 to \$98.50, 60 bales No. 12 at \$92 to \$95, 85 bales No. 16 at \$99.50 to \$100, 750 bales No. 20 at \$107 to \$112.

METALS.—*Tin.*—100 bales Foongchai at \$39.50, 100 bales Siam at \$40.50. *Quicksilver.*—200 flasks at \$126.

COTTON PIECE GOODS.

	per piece
Grey Shirtings—6lbs.	1.80 to 1.90
7lbs.	2.10 to 2.30
8.4 lbs.	2.45 to 3.40
9 to 10 lbs.	3.40 to 4.30
White Shirtings—54 to 56 rd.	2.45 to 2.65
58 to 60 „ ..	2.80 to 3.40
64 to 66 „ ..	3.10 to 4.00
Fine	4.20 to 7.30
Book-folds.	3.70 to 5.90
Victoria Lawns—12 yards ...	0.67 to 1.35
T-Cloths—6lbs. (32 in.) Ord'y.	1.55 to 1.75
7lbs. (32 „) ..	1.95 to 2.20
6lbs. (32 „) Mexs.	1.75 to 1.90
7lbs. (32 „) ..	2.20 to 3.00
8 to 8.4 oz. (36 in.)	2.45 to 3.30
Drills, English—40 yds. 13½ to 14lbs.	3.85 to 5.25

FANCY COTTONS

Turkey Red Shirtings—1½ to 5lbs.	1.45 to 4.00
Brocades—Dyed	4.00 to 4.75
	per yard
Damasks	0.12 to 0.16
Chintzes—Assorted	3.08 to 0.11
Velvets—Black. 22 in.	0.21 to 0.32
Velveteens—18 in.	0.18 to 0.21

Handkerchiefs—Imitation Silk 0.50 to 0.00 per dozen

WOOLLENS per yard

Spanish Stripes—Sundry chops. 0.62½ to 1.30

German 1.15 to 1.50 || Habit, Med., and Broad Cloths. | 1.45 to 5.25 |

Long Ells—Scarlet 7.15 to 9.00 || Assorted | 7.25 to 9.10 |

Camlets—Assorted 14.00 to 35.00 |

Lastings—30 yds., 31 inches, Assorted } 12.00 to 22.00

Orleans—Plain 3.60 to 4.50 |

Blankets—8 to 12lbs. 6.00 to 12.00 |

METALS per picul

Iron—Nail Rod 4.30 to — || Square, Flat Round Bar ... | 4.35 to — |
Swedish Bar	5.90 to —
Small Round Rod	4.80 to —
Hoop	5.40 to —
Wire	9.00 to —
Old Wire Rope	1.50 to 3.00
Lead, L. B. and Hole Chop ...	8.60 to —
Australian	8.60 to —
Yellow M'tal—Muntz, 14/28 oz.	30.50 to —
Vivian's, 16/32 oz.	31.50 to —
Elliot's, 16/28 oz.	31.25 to —
Japan Copper, Slabs	29.50 to —
Tiles	29.00 to —

Tin-Plates 6.00 to — |

Steel 5.75 to — |

SUNDRIES per picul

Quicksilver 124.00 to — |

Window Glass 3.80 to — |

Kerosene Oil 1.92 to 1.93 |

SHANGHAI, 23rd September.—(From Messrs. Noel, Murray & Co's. Piece Goods Trade Report)—

Exchange has once more monopolised the attention of the trade this week to the almost entire exclusion of business. The sudden rise to 2/6½ early in the interval in sympathy with an advance in Silver, was not maintained for long, it being weak and drooping towards the close. It was not possible to take much advantage of the higher rates, while they lasted, as they were only available for immediate remittance, the Banks making a very unfavourable difference for forward transactions, in fact it was often difficult to get a quotation. Consequently all indent business has been impracticable, and a few lines that were nearly arranged before the last mail left have

fallen through. Needless to say the advance in Sterling has been followed by the usual decline in current prices, notwithstanding it did not make up for the difference that existed in the cost of replacing, and it was scarcely likely, considering the present condition of the trade there, that Manchester would make any concessions. On the contrary that market is decidedly firm, in spite of the decline in Cotton and the prospect of a bumper crop, which is estimated by Messrs. Neill Bros. at 9,750,000 bales with a half to one million more within the range of possibilities. Some of the dealers seem confident that in another week's time there must be some business for both the Tientsin and Hankow market, but, as we remarked a short time back, they will be able to supply their wants from the native holders. This will cause an improvement in deliveries, no doubt, which during the week under review have been poor. Excellent reports are coming in concerning the crops in the Newchwang district, the full benefits of which, however, will not be felt until next season. The Korean markets are quiet at the moment owing chiefly to the decline in gold, but clearances are going on satisfactorily. The local Cotton Crop is now being harvested, the quotation for best quality being Tls. 17.00. Tungchow has been bought at Tls. 16.60 for slightly inferior. At to-day's Auction the tendency was downwards for most Grey goods.

Metals 24th September.—(From Messrs. Alex. Biefield & Co's Report).—The past week has been even worse than preceding ones, the rapid movements of exchange—which has fluctuated during the period—rendering it impossible to place even telegraphic orders, as by the time the messages have been exchanged there will probably be a change. It will make but little difference to dealers where the rate rests if it only becomes steady. This applies to every department. In Metals, native holders were a little easier early in the week owing to the rise in exchange, and were ready to do business on lower terms, but with the re-action of yesterday there was a return to the higher demands, and those who have cargo seem determined to hold it for top figures. The only contracts reported during the week were:—50 tons Bar Iron £75.0, c.i.f., 25 tons Old Cart Tyers 95/-, c.i.f. Auction.—800 piculs Telegraph Wire at Tls. 2.07½; 60 cases Galvanised Sheet Iron at Tls. 6.80; 100 tons Scrap Iron at Tls. 1.85 to 1.90.

JOINT STOCK SHARES.

HONGKONG, 28th September.—The week has shown a rather quieter market with most rates ruling steady and with but small variations. The chief features are the set back in Banks and the improvement in Hongkong and Whampoa Docks and Raubs.

BANKS.—Hongkong and Shanghai ruled very firm during the early part of the week and cash sales were effected at 179 and 180 per cent. prem.; later, however, the small demand having ceased, the rate gradually declined to 177 with sales and sellers. The market closes with probable sellers at 176½. Nationals have found further buyers at quotation in small lots.

MARINE INSURANCES.—China Traders have been negotiated at \$79½ and \$79, Unions at \$247½ and \$245, Straits at \$17½ and \$17½, and Yangtszes and North Chinas at quotations in the North. Cantons remain neglected and without business.

FIRE INSURANCES.—Hongkongs have been further enquired for with only small sales resulting at \$358½; more shares are wanted, but none seem to be forthcoming. Chinas are wanted in small lots at \$106 to \$107 and sales have been effected at those rates.

SHIPPING.—Hongkong, Canton and Macao remain unchanged with a small business at \$32 and \$31½, closing quiet at the former rate. Indo-Chinas have been dealt in at \$50 and close with sellers at that. Douglasses have continued on offer at \$65 cum div. and sales have been made at that rate, the market closing with sellers at \$61 ex div. China Manilas and China Mutuals remain unchanged and without business.

REFINERIES.—China Sugars have ruled very steady with sales at \$146, \$146½, \$146½, and \$147, closing firm at the last rate. Luzons are entirely neglected, sellers vainly offering to part at a point lower than the nominal quoted rate.

MINING.—Punjoms have remained quiet with but little business at \$5½ to \$5½. Charbonnages are still enquired for at \$85. Balmorals have found small buyers at quotations. Raubs in the early part of the week weakened to \$21

with sales, improving later by slow degrees to \$23 with sales at that and intermediate rates, market closing firm at \$23. Olivers B have changed hands at \$7½ and \$7½, closing steady. Great Easterns after further sales at \$2.20 have improved their position to \$2.40 with sales, buyers and no sellers.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks.—The demand for shares at 218 continuing and no shares being forthcoming the rate gradually rose to 225 after small sales at 221 and 222. The market closes firm at 225 per cent. prem. Kowloon Wharves remain weak and neglected at quotation with only small sales to report. Wanchais unchanged and inactive.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have ruled much quieter with shares offering all the week at \$76 and only small sales at that rate. Hotels have found small buyers at \$49½. Kowloon Lands unchanged and without sales. Humphreys Estates have been negotiated at \$9.50 and \$9.60, closing steady. West Points unchanged at \$21½ and without business.

MISCELLANEOUS.—Green Islands, Watsons, Electrics, Fenwicks, Ropes, and Ices have changed hands in small lots at quotations. Cotton Mills all quiet with no business.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		[\$346.25, sal. & s.]
Hongkong & Shanghai	\$125	177 ½ prem=
China & Japan, prf.	£5	nominal
Do. ordinary	£1 10s.	nominal
Do. deferred	£1	£5, buyers
Natl. Bank of China		
B. Shares	£8	\$19
Founders Shares	£1	\$20
Bell's Asbestos E. A.	£1	\$9, sellers
Campbell, Moore & Co.	\$10	\$8
China Sugar	\$100	\$147, sal. & buyers
Cotton Mills—		
Ewo	Tls. 100	Tls. 112, sellers
Hongkong	\$20	\$18
International	Tls. 100	Tls. 122
Lau Kung Mow	Tls. 100	Tls. 116, sellers
Soychee	Tls. 500	Tls. 575, sellers
Yahloong	Tls. 40	Tls. 42
Dairy Farm Co.	\$5	\$4½, buyers
Fenwick & Co., Geo.	\$25	\$28 25, sales
		[& buyers
Green Island Cement	\$10	\$29½, ex. N.T., sales
		\$14, sales
H. & China Bakery	\$50	\$33, buyers
Hongkong & C. Gas	£10	\$110, buyers
Hongkong Electric	\$8	\$10½, sal. & sellers
H. H. L. Tramways	\$100	\$112, sellers
Hongkong Hotel	\$50	\$48, sales
Hongkong Ice	\$25	\$113, sales & sellers
H. & K. Wharf & G.	\$50	\$63, sales & sellers
Hongkong Rope	\$50	\$170, buyers
H. & W. Dock	\$125	225 p. ct. prem.=
Insurances—		[\$406.25, sellers
Canton	\$50	\$170, sellers
China Fire	\$20	\$106, buyers
China Traders	\$25	\$79, sales & sellers
Hongkong Fire	\$50	\$360, buyers
North-China	£25	Tls. 200, buyers
Straits	\$20	\$17½, sales
Union	\$25	\$247½
Yangtze	\$60	\$158, sellers
Land and Building—		
H. Land Investment	\$50	\$76, sales & sellers
Humphreys Estate	\$10	\$9½, buyers
Kowloon Land & B.	\$30	\$19, sellers
West Point Building	\$40	\$21½, sellers
Luzon Sugar	\$100	\$40, sellers
Mining—		
Charbonnages	Fcs. 500	\$37½, sal. & buyers
Great E. & C'donian	\$5	15, sales & buyers
Do. Do.	\$2½	\$2.40, sal. & buyers
Jebeu	\$5	\$2.40, sales
New Balmoral	\$1	\$1.40, sales
Do. Preference	\$1	\$1.50
Oliver's Mines, A.	\$5	\$20, sellers
Do. B.	\$2½	\$1½, sales & buyers
Punjom	\$4	\$5½, sales & buyers
Do. Preference	\$1	\$1.40, buyers
Raubs	13s. 10d.	\$23, sales & buyers
New Amoy Dock	\$10	\$18½, sellers
Steamship Coys.—		
China and Manila	\$50	\$75, buyers
China Mutual Ord.	£5	£2 10s. buyers
Do. Preference	£10	£7, buyers
Douglas S. S. Co.	\$50	\$61, ex div. sal. & s.
H. Canton and M.	\$15	\$31½, sales & buyers
Indo-China S. N.	£10	\$50, sales & sellers
Wanchai Warehouse Co.	\$37½	\$45, sellers
Watson & Co., S. A.	\$10	\$12½, sal. & sellers

J. V. Y. VERNON, Broker.

SHANGHAI, 24th September.—(From Messrs. J. P. Biset & Co's Report).—Business has not been very brisk this week, the fall in exchange on Hongkong checking sales to that port. An accident at the new Dock under construction by the Engineering Co. has caused a serious decline on the stock. Banks.—Hongkong and Shanghai Banking Corporation. Shares were placed to Hongkong early in the week at 171½ per cent premium, with exchange 75½, with is equal to 181 per cent premium with exchange 73, and subsequently shares were placed at 175 with the same exchange, which is equal to 184½ with 73 exchange. Shares were also placed locally at 181½ per cent premium. The fall in exchange prevent further sales to Hongkong. Marine Insurance.—China Traders have been placed at \$73 ex dividend. Yangtszes were sold at \$160 and Straits at \$184½. Fire Insurance.—No change to report. Shipping.—Indo-China S. N. shares have been sold locally at Tls. 36 and Tls. 36½ for cash and Tls. 38 to Tls. 38½ for the 31st December, and to Hongkong at \$48 and 75½, and \$49½ and exchange 74½. Sugar Companies.—China Sugar Refining shares have been dealt in at \$147 and \$143 cash, \$119 and \$152 for October, and \$153 and \$154 for December. A cash sale was also made to Hongkong at \$143 with exchange 75½, which is equal to nearly \$149. Docks, Wharves and Godowns.—Business has been done in S. C. Farrinham & Co's shares at Tls. 170 cash and for the end of the month, and for December at Tls. 172½, and cash shares are offering. Shanghai Engineering and Dock shares were placed at Tls. 99 to Tls. 9½ cash, and yesterday a forced sale was made at Tls. 90 for the 31st December, while a sale of Founders' shares is reported at Tls. 250, and more are wanted. Shanghai and Hongkong Wharf shares are offering at Tls. 123. Lands.—Shanghai Land Investment shares were placed at Tls. 91½. Industrial.—Shanghai Gas shares changed hands at Tls. 225, Ewo Cotton Mill shares were sold at Tls. 112, and are wanted, and International shares changed hands at Tls. 124, China Flour Mill shares were placed at Tls. 57, and American Cigarette shares at Tls. 90 and Tls. 85. Miscellaneous.—Shanghai-Sumatra Tobacco shares were placed at Tls. 93 to Tls. 94 cash, Tls. 99 and Tls. 97 for October, Tls. 100 for November, Tls. 103/103½ for December and Tls. 105/10½ for January delivery. A large business was done in Shanghai-Langkai shares, chiefly early in the week, at Tls. 420 rising to Tls. 455, and then declining to Tls. 430 and Tls. 440 for cash, at Tls. 420 to Tls. 450 for September, Tls. 485 for November, Tls. 445, Tls. 500 and Tls. 535 for December, Tls. 575, Tls. 600 and 450 for March and Tls. 560 for May delivery. The closing cash rate is Tls. 440, and shares are offering for December at Tls. 525. Central Stores shares were sold at \$15. Loans.—The following Debentures were placed, plus the accrued interest:—Shanghai Municipal of 1896 at Tls. 100, Shanghai Land Investment Company's of 1890 at Tls. 100, and of 1896 at Tls. 101½, and Perak Sugar Cultivation Company's at Tls. 100.

EXCHANGE.

TUESDAY, 28th September.

ON LONDON.—

Telegraphic Transfer	1/9½
Bank Bills, on demand	1/9½
Bank Bills, at 30 days' sight	1/10
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/10½

ON PARIS.—

Bank Bills, on demand	2.30
Credits, at 4 months' sight	2.34

ON GERMANY.—

On demand	1.86
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ON NEW YORK.—

Bank Bills, on demand	44½
Credits, 60 days' sight	45½

ON BOMBAY.—

Telegraphic Transfer	140½
Bank, on demand	141

ON CALCUTTA.—

Telegraphic Transfer	140½
Bank, on demand	141

ON SHANGHAI.—

Bank, at sight	73½
Private, 30 days' sight	74½

ON YOKOHAMA.—

On demand	10 % pm.
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ON MANILA.—

On demand	8½ % pm.
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ON SINGAPORE.—

On demand..... 2 % pm.
 SOVEREIGNS Bank's Buying Rate 10.77
 GOLD LEAF, 100 fine, per taol 55.50

VESSELS ON THE BERTH.

For LONDON.—*Patroclus* (str.), *Japan* (str.),
Mirzapore (str.).
 For SAN FRANCISCO.—*Coptic* (str.), *Peru* (str.).
 For NEW YORK.—*Gor. Robie, Liv* (str.), *Dromettan*,
Abner Coburn (str.), *Energia* (str.).
 For AUSTRALIA.—*Candia* (str.).
 For PORTLAND.—*Mogul* (str.).
 For BALTIMORE.—*Isaac Reed, Iolani*
 For BREMEN.—*Preussen* (str.), *Maria Rickmers*
 (str.).
 For MARSEILLES.—*Cowrie* (str.).

TONNAGE.

SHANGHAI, 24th September (from Messrs. Wheel-
 lock & Co.'s report).—There is no change to note in
 the homeward freight market, and tea continues to
 be the chief article of export, in fact New York
 steamers have been nearly entirely supported by it.
 Cargo for London continues scarce, and tonnage has
 been more than ample for shippers' requirements in
 this direction. For New York *via* Suez.—The *Liv*
 is due on the 28th, and this steamer, bar accidents,
 will be the last, for the present, to load at 17s. 6d.,
 the *Macduff*, due about 5th October and *St. Ninian*,
 to follow, having arranged to put up the rate to 25s.,
 where it is likely to stay, unless unlooked for oppo-
 sition appears. For New York *via* Cape.—The *Helen*
Brewer expects to leave here a full ship, without
 having to call at southern ports. The *Drumellon*
 will leave about 20th October for Hongkong, where
 the remainder of a full cargo awaits her. For New
 York *via* Pacific Lines.—For tea the rate fell to 1
 cent, but has recovered to 1½th, other rates remain-
 ing unchanged. Rates of freight are:—London, by
 Conference Lines, general cargo 35s.; waste silk 37s.
 6d.; tea 35s.; Northern Continental ports, by Confer-
 ence Lines, general cargo 35s.; waste silk 37s. 6d.;
 tea 35s.; New York *via* London, by Conference Lines,
 general cargo 42s. 6d.; waste silk 45s.; tea 42s. 6d.;
 Baltimore *via* London, by Conference Lines, general
 cargo 47s. 6d.; waste silk 50s.; tea 47s. 6d.; Königs-
 berg *via* London, by Conference Lines, general cargo
 42s. 6d.; waste silk 45s.; tea 42s. 6d.; Manchester,
 by Conference Lines, general cargo 47s. 6d.; waste
 silk 50s.; tea 47s. 6d.; Liverpool, by Conference
 Lines, general cargo 42s. 6d.; waste silk 45s.; tea
 42s. 6d.; Hamburg, by Conference Lines, general
 cargo 35s.; waste silk 37s. 6d.; tea 35s. Above rates
 are subject to a deferred return, as per Conference
 circular. Havre, by Conference Lines, tallow 32s.
 6d. net, general cargo 32s. 6d. net, waste silk 35s. net,
 tea 32s. 6d. net; Genoa, by Conference Lines tallow
 32s. 6d. net, general cargo 32s. 6d. net, waste silk
 35s. net, tea 32s. 6d. net; Marseilles, by Conference
 Lines, tallow 32s. 6d. net, general cargo 32s. 6d. net,
 waste silk 35s. net, tea 32s. 6d. net. 42s. 6d. per ton
 of 20 cwt. for above three ports. New York, by sail,
 14s.; New York *via* Pacific, 1½ gold cents per lb. tea,
 3 cents per lb. silk, \$12 per ton strawbraid; New
 York *via* Suez, 17s. 6d. per ton general cargo, 17s.
 6d. tea; Boston, 25s. per ton general cargo; Phila-
 delphia, 25s. per ton general cargo. Coast rates:—
 Moji to Shanghai \$1.10 per ton coal; Nagasaki to
 Shanghai \$1.10 per ton coal; Newchwang to Kobe
 12 cents; Newchwang to southern ports, 14 cents;
 Wuhu to Canton, 18 cents.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

September—ARRIVALS.
 23, Peru, Amr. str., from San Francisco.
 23, Hong Leong, British str., from Straits.
 23, Deucalion, British str., from Sandakan.
 23, Formosa, British str., from Tamsui.
 23, Ask, Danish str., from Haiphong.
 23, Chiyuen, Chinese str., from Canton.
 23, Krim, Norwegian str., from Canton.
 24, Hiusang, British str., from Samarang.
 24, Singan, British str., from Canton.
 24, Siam, British str., from Singapore.
 24, Preussen, German str., from Bremen.
 24, Changsha, British str., from Sydney.
 24, Sinkai, Jap. str., from Formosa.
 24, Chelydra, British str., from Calcutta.
 24, Fushun, Chinese str., from Shanghai.
 24, Zafiro, British str., from Manila.
 24, Pathan, British str., from Amoy.
 25, Loyal, German str., from Yokohama.
 25, Haimun, British str., from Tamsui.
 25, Chingping, Chinese str., from Canton.
 25, Choyang, British str., from Canton.
 25, Martha, German str., from Pekalongan.
 25, P. C. C. Klao, British str., from Bangkok.

26, Candia, British str., from Yokohama.
 26, Dante, German str., from Saigon.
 26, Cosmopolit, German str., from Hoihow.
 26, Idzumi Maru, Jap. str., from Kobe.
 26, Loongmoon, German str., from Shanghai.
 26, Oopack, British str., from Shanghai.
 26, Terrier, Norw. str., from Tientsin.
 26, Triumph, German str., from Pakhoi.
 26, Kanagawa Maru, Jap. str., from Antwerp.
 27, Namoa, British str., from Coast Ports.
 27, Bormida, Italian str., from Bombay.
 27, Ettrickdale, British str., from Hamburg.
 27, Tientsin, British str., from Ningpo.
 27, Laos, French str., from Shanghai.
 27, Menelaus, British str., from Liverpool.
 27, Ingrani, British str., from New York.
 27, Frejr, Danish str., from Haiphong.
 28, Fushun, Chinese str., from Canton.
 28, Woosung, British str., from Canton.
 28, Framnes, Norw. str., from Canton.
 28, Gerda, German str., from Hamburg.
 28, Caledonien, French str., from Marseilles.
 28, Thales, British str., from Taiwanfoo.
 28, Wingsang, British str., from Shanghai.
 28, Hansi, French str., from Haiphong.
 28, Chefoo, British str., from Newchwang.
 28, Meefoo, Chinese str., from Shanghai.

SEPTEMBER—DEPARTURES.

23, Hailan, French str., for Hoihow.
 23, Mathilde, German str., for Hoihow.
 23, Pronto, German str., for Chefoo.
 23, Robilla, British str., for Europe.
 23, Ningchow, British str., for London.
 23, Canton, British str., for Swatow.
 23, Esmeralda, British str., for Manila.
 23, Framnes, Norw. str., for Canton.
 23, Hailoong, British str., for Swatow.
 23, Oanfa, British str., for Amoy.
 23, Shanghai, British str., for London.
 24, Krim, Norwegian str., for Hongay.
 24, Amara, British str., for Singapore.
 24, Ancona, British str., for Yokohama.
 24, Astral, British str., for Sumatra.
 24, Hong Leong, British str., for Amoy.
 24, Oslo, Norwegian str., for Shanghai.
 24, Sendai Maru, Jap. str., for Shanghai.
 24, Singan, British str., for Swatow.
 24, Tokio Maru, Jap. str., for Australia.
 24, Victoria, Swedish str., for Haiphong.
 25, Progress, German str., for Kobe.
 25, Miike Maru, Japanese str., for Kobe.
 25, Duguesclin, French ship, for Portland, Or.
 25, Brindisi, British str., for Bombay.
 25, Chiyuen, Chinese str., for Shanghai.
 25, Hohenzollern, German str., for Yokohama.
 25, Pathan, British str., for New York.
 25, Preussen, German str., for Shanghai.
 25, Socotra, British str., for Yokohama.
 26, Ask, Danish str., for Hoihow.
 26, Mongkut, British str., for Bangkok.
 27, Phoenix, British g.-bt., for Macao.
 27, Loongmoon, German str., for Canton.
 27, Chingping, Chinese str., for Newchwang.
 27, Choyang, British str., for Shanghai.
 27, Clara, German str., for Hoihow.
 27, Peiyang, German str., for Shanghai.
 27, Tientsin, British str., for Canton.
 28, Erator, German str., for Hamburg.
 28, Maria Jeben, German str., for Kobe.
 28, Menmuir, British str., for Australia.
 28, Olympia, British str., for Tacoma.
 28, Arratoon Apar, British str., for Calcutta.
 28, Caledonien, French str., for Shanghai.
 28, Haimun, British str., for Swatow.
 28, Idzumi Maru, Jap. str., for Singapore.
 28, Kanagawa Maru, Jap. str., for Kobe.
 28, Oopack, British str., for London.
 28, Woosung, British str., for Swatow.
 28, Zafiro, British str., for Manila.

PASSENGER LIST.

ARRIVED.

Per *Choyang*, from Shanghai, &c.—Messrs.
 J. Houstoun and J. Patterson.
 Per *Shanghai*, for London, from Yokohama,
 Messrs. J. Browning, E. Eddy, A. Penfold,
 W. Somerville, E. Bray, A. Rantall, E. Ray-
 ment, A. Snell and S. Bebbings; for Hongkong,
 from Shanghai, Mr. W. Warren.
 Per *Peru*, for Hongkong, from San Francisco
 —Dr. and Mrs. W. M. S. Beede, Mr. and Mrs.
 Montgomery and Mr. W. D. Montgomery;
 from Yokohama, Messrs. P. A. Barlow, W. B.
 Walker, F. M. Amsick and G. B. Brutton.
 Per *Formosa*, from Tamsui, &c.—Mr. G.
 Hoyes.

Per *Changsha*, from Sydney.—Mrs. J. E.
 Bois and children, Misses Parry, Pash,
 O'Tama, and O'Chic, Mr. and Mrs. Hamawara
 and child, Mr. and Mrs. Hingham and children,
 Messrs. Tringham, Walsh, Collins, Wayne, and
 Matsumoto.

Per *Preussen*, from Bremen.—Consul Lenz,
 Capt. Majahara, Messrs. Maza, Marcus, C.
 Travers and family, H. A. Bagnol, Tick, B.
 Emsley, W. Schmits, J. Inokey, W. Watling,
 M. Slevogt, J. Booth, S. Thompson, O. Schu-
 ricks, H. Cox, A. Loritt and wife and Spitz,
 Misses M. Galloway, and Coombs, and Mrs.
 Robinson, and 309 Chinese.

Per *Chelydra*, from Calcutta, &c.—Rev. and
 Mrs. Ashton, Miss Boyd, and Mr. Clarke.

Per *Fushun*, from Shanghai—Messrs. Bahr,
 Howard, Fung, and Sum.

Per *Zafiro*, from Manila—Mr. and Mrs. J.
 Loyzaga and 2 children, Messrs. O. Bramwell,
 H. K. Kojimo, Sin Leong and Lei Pin.

Per *Haimun*, from Coast Ports.—Mr. and
 Miss Southey and 144 Chinese.

Per *Oopack*, from Shanghai—Mr. Pearce.

Per *Loongmoon*, from Shanghai—Messrs.
 Gocho, Pagge, and Stragith.

Per *Namoa*, from Coast Ports.—Messrs.
 Focken and Young.

Per *Laos*, from Shanghai for Hongkong—
 Messrs. G. Netcal, F. Larkin, Tsung Chang
 Tong, Chung Sai Tu and Chung Sny Fu, Miss
 Fleming, Messrs. Kirchoff, Jokmakoff, and
 Lepine. For Yokohama—Messrs. H. Jessen,
 A. Cheke, and Ellis. From Shanghai for Saigon
 —Mr. L. Durand. From Yokohama for Colombo
 —Mr. Samuel. For Port Said—Mr. Fiora-
 vanti. From Shanghai for Port Said—Mr.
 Waeber. For Marseilles—Mr. Van der Stegen
 and son, Dr. Taylor Grant, Mr. Ackermann,
 Mr. and Mrs. Harry Fox and baby, Messrs.
 Schlee, L. Jansen, R. Larsen, and N. Sundsen.
 From Yokohama for Marseilles—Miss E. White,
 Messrs. den Arend, Notter, Aubert and G.
 Hirschfeld.

Per *Kanagawa Maru*, from Antwerp for
 Hongkong—Mr. Mrs. and Miss Playfair, Mrs.
 Ethel Read, Mr. and Mrs. Naur, Miss Kate
 Hutchinson, and Mr. Geo. Hoff. For Shanghai
 —Mr. and Mrs. M. H. Houston. For Yoko-
 hama—Capt. G. Katzura, Messrs. T. Iwasawa,
 N. Makuda, and Macmillan, Mr. and Mrs.
 Provossordworth.

DEPARTED.

Per *Rohilla*, from Hongkong for Singapore
 —Mr. Morphy. For London—Messrs. Geo.
 Menzies, M. Blakeman, R.N., and Judd. From
 Shanghai for London—Messrs. W. H. Welsby,
 A. H. Bridge, and W. H. Rhodes. From Yoko-
 hama for Singapore—Mrs. Grant. For Brindisi
 —Mr. F. W. Fitzgerald Harris.

Per *Shanghai*, from Yokohama for London—
 Messrs. J. Browning, E. Eddy, A. Penfold, E.
 Bray, A. Randall, E. Rayment, A. Snell, S.
 Bebbings and W. Somerville.

Per *Amara*, for Singapore—Mr. Hanuer.

Per *Esmeralda*, for Manila—Mr. H. K. C.
 Fisher.

Per *Ancona*, for Kobe from Hongkong—
 Messrs. R. S. Philpott and C. W. May. From
 Bombay—Mr. J. N. Nankoria. For Yokohama
 from London—Messrs. H. Berrill and Pickering.
 From Singapore—Mr. Carnegie.

Per *Preussen*, from Genoa for Shanghai—
 Messrs. M. Stevagt, M. Spitze and Consul Dr.
 Lenz; from Southampton, Messrs. J. Booth,
 S. Thomson, O. Schuricht, E. H. Cox, J.
 Schong, Dr. Lovitts Diener, Mr. and Mrs. A.
 Lovitt and Mr. and Mrs. S. Sheer; from
 Hongkong, Mrs. Bois and two children and
 Mr. E. L. Mondon.

Per *Hohenzollern*, from Genoa for Yokohama
 —Capt. Majahara; from Singapore, Mr. and Mrs.
 E. O. Travers, Mr. H. A. Bagnol and Mr. F.
 Satan Konely; from Hongkong, Mr. E. Dans.
 From Southampton for Hiogo, Mr. H. Marzus.
 From Singapore for Nagasaki, Messrs. S. Out-
 usang and Takao Maso.

Per *Sendai Maru*, for Shanghai—Messrs. E.
 Gomes, L. J. de Silva, and W. M. Allan.

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